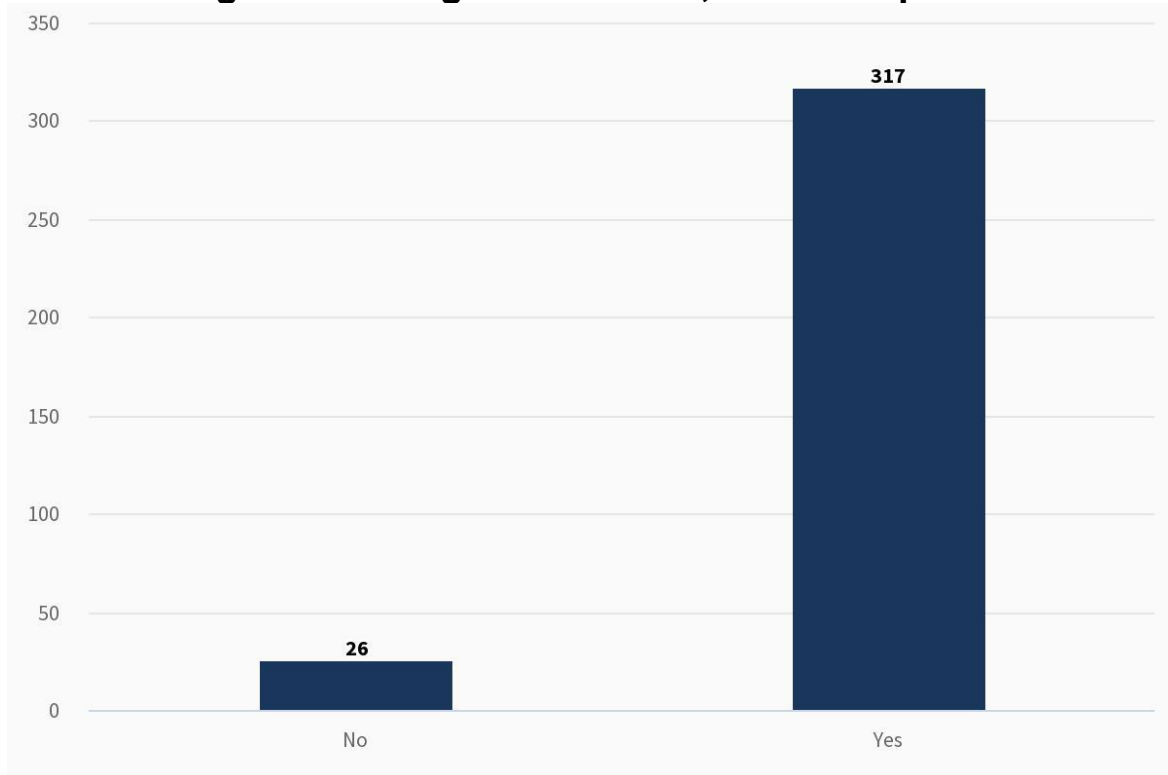


## **Climate Emergency**

<https://ehdclocalplan.commonplace.is/en-GB/proposals/climate-emergency/step1>

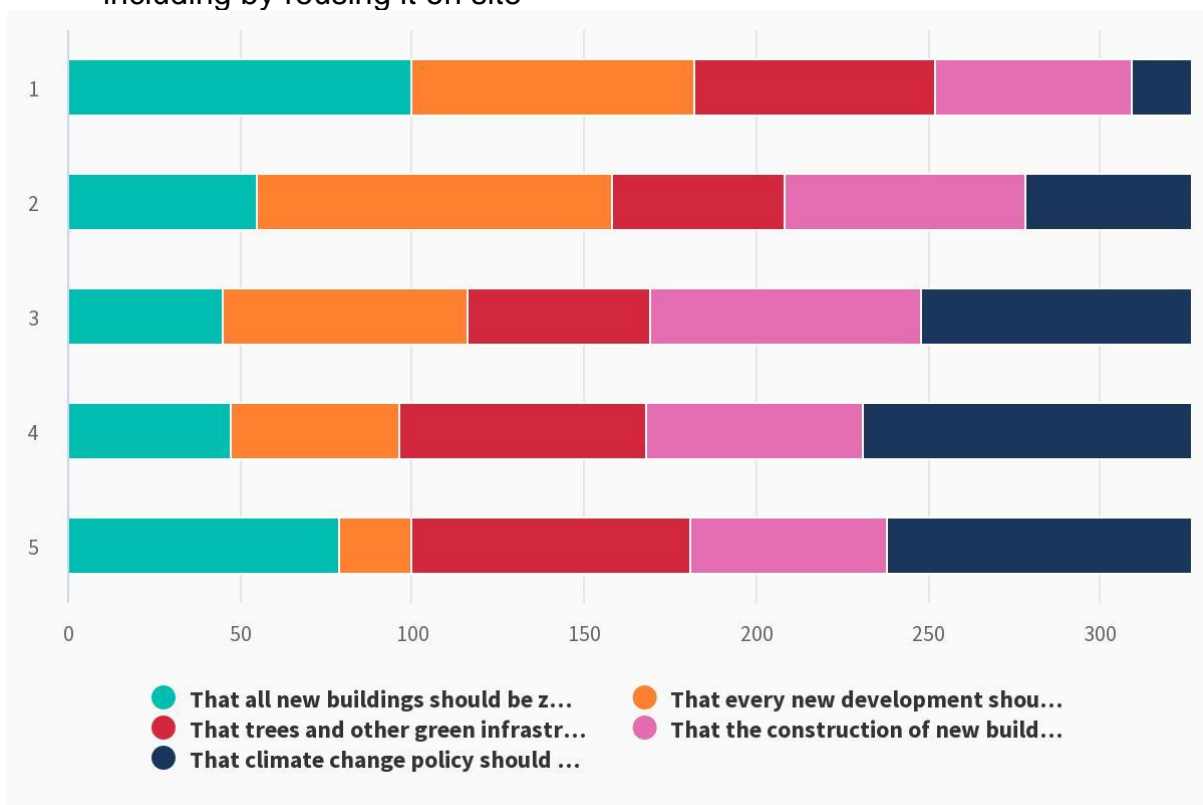
**CLIM1 Do you agree that new development should avoid any net increase in greenhouse gas emissions, wherever practicable?**



317 respondents (92%) answered yes, and 26 respondents (8%) answered no.

## CLIM2 So far, you've told us the following - but what's most important to you?

- That all new buildings should be zero carbon
- That every new development should have renewable energy provision and that any wind or solar development must be in keeping with the locality and its surroundings
- That trees and other green infrastructure could play an important role in reducing flood risks
- That the construction of new buildings should use less fossil fuels and more recycling of materials
- That climate change policy should clearly identify the impacts on water availability, with water consumption being reduced in new developments, including by reusing it on site



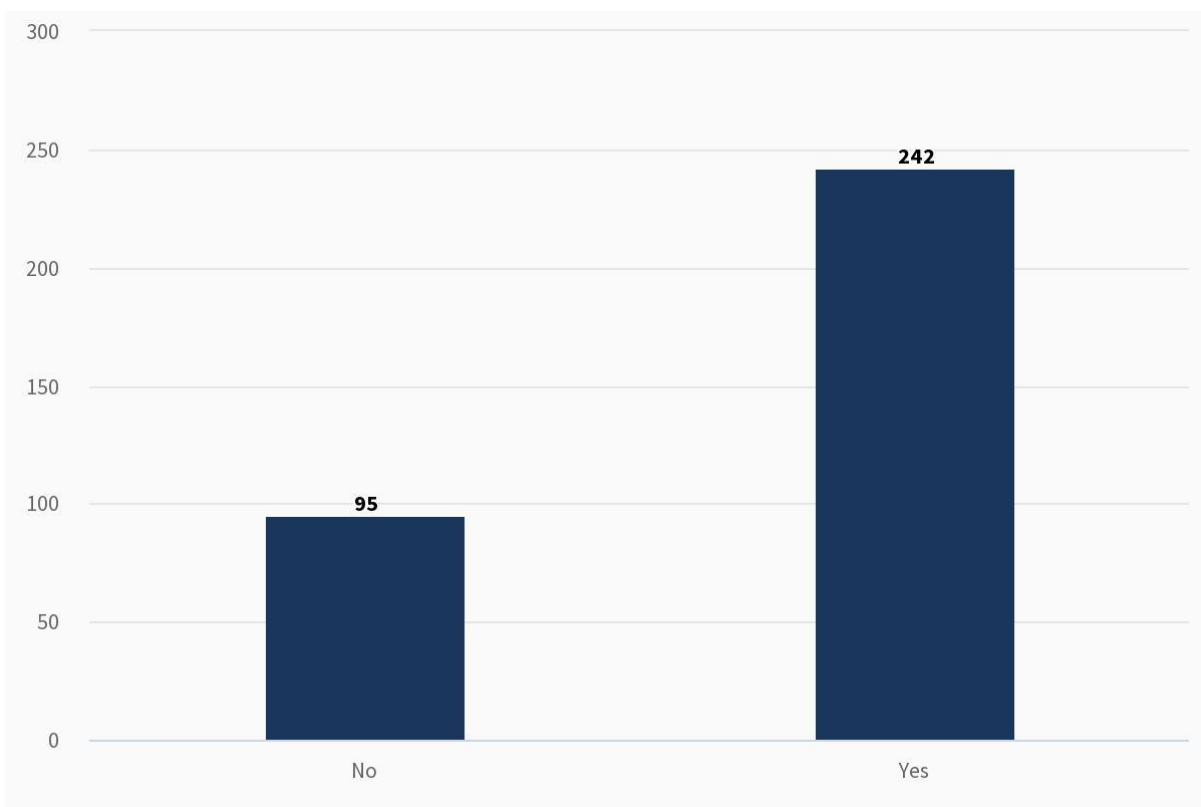
Although diverse responses were received to this question, the development of zero carbon buildings was most commonly selected as the most important action. However, a notable proportion identified it as the least important action compared to others. The inclusion of renewable energy technologies was more consistently selected as being a relatively high priority. By contrast, recognition of the impacts of development on water availability was often selected as being one of the lowest priority options, with relative few respondents selecting as the highest priority action. The results for other policy responses - the inclusion of green infrastructure to mitigate flood risks; consideration of emissions associated with construction - were more evenly distributed.

## CLIM3 Do you agree that the Council should define 'net-zero carbon development' in this way?

### Defining 'Net Zero Carbon Development' for the East Hampshire Local Plan

A best-practice definition is considered to be one whereby:

- The energy consumed by a building's occupants is taken into account and reduced as far as possible. This would mean considering all of the energy consumed, not only that which is regulated by the Government's Building Regulations;
- The remaining energy demand is met with the equivalent amount of renewable power generation, either onsite or offsite;
- The remaining carbon dioxide emissions that are associated with a building (e.g. through making or obtaining its building materials) are estimated and reduced, wherever practicable.



242 respondents (72%) answered yes, and 95 respondents (28%) answered no.

### CLIM3a If you answered 'no', how should the definition be improved?

#### General disagreement with climate change as a significant planning issue

Stop all the agenda 2030 B.S.
There is no 'climate emergency' so a balance needs to be set between using up the world's limited resources (fossil fuels) and using renewable materials.
Co2 is a trace gas and should not be exaggerated as it is currently
There is no incontrovertible evidence that CO2 has any impact on climate
Co2 is not a problem but a fallacy
There is no need for "Net Zero". There is no "Climate Emergency", "Climate Disaster", "Climate Apocalypse" or any other ridiculous term to combat a non-existent problem!
The reality is that UK emissions both direct and indirect are a tiny fraction of world emissions and we really are not going to make a direct impact on global temperature rise. Where we do have an impact is in persuading other countries to reduce emissions by our example, in paying for our past emissions, and in engineering mitigations and solutions.
The definition should be abandoned. Not all scientists have jumped on the net zero bandwagon.

#### General disagreement with the policy approach

occupant consumption removed from equation + complete reliance on renewable power generation only is not possible or desirable
Don't build
Net zero must be achieved by education and not forced, residents are bearing the cost of the net zero policies. Encouragement is key.
Relying on renewable energy sources is expensive madness. Reliable sustainable electricity production must be a priority whether it is nuclear, fusion or gas. Agricultural land should not be used for solar panels and wind turbines are damaging to the environment, expensive to build, expensive to maintain and expensive to de-commission and don't work too well when there is no wind. Pollution is the problem not carbon dioxide.
The definition should call for the reuse and repurposing of properties wherever possible, and that developments should avoid the removal or destruction of mature trees that are carbon sinks
It is ludicrous to suggest that on a full cycle basis a building and its occupancy can be zero carbon. Regrettably this is a utopian fantasy

Instead of development, existing, redundant buildings should be repurposed. These should be homes, not assets.

I don't understand what this policy is meant to achieve.

"renewable power generation" is misleading, as they won't be cut off when there is no sun and winds, rather this is a licence for "carbon accountants" to print their own money at the expense of the tax payer

Carbon is the current buzz word. It would be great if a more sustainable approach was taken to this issue and to the thinking behind it. Putting up homes that need to be replaced every 25 years instead of every 50 years is not 'green'.

You can't pin down emissions to houses and individuals. Yes we should all try, but this just feels like you're going to tax us more for stuff we can't really help.

More attention should be paid to UK produced energy instead of pretending that we can generate low carbon by importing dirty energy from elsewhere globally. If UK turned off all our energy it makes a 1% difference globally. Tackle the issue with polluters in China and India a

You cannot develop without using fossil fuels, your ideals are too ambitious

The statement is too wishy washy - there's no new ideas - it's just same crap over and over again

I don't know enough about it, but don't want to answer "yes" for that very reason, as you'll take it as an agreement

A higher energy efficiency target than required under the Building Regulations would undoubtedly impact upon viability and this could in turn affect the amount of affordable housing development a scheme would be able to support.

The first part of the definition sets out a consideration to include the consumption of energy at individual properties. This part of the definition is perhaps going too far beyond the scope of a public authority, regarding Article 8 of the Human Rights Act which protects rights to respect for your private and family life.

It is also not possible, currently, to include embodied carbon emissions in the definition of net zero carbon development, unless significant offsetting measures are included. It is therefore recommended that measures to assess and reduce embodied carbon are addressed elsewhere in Local Plan policies.

Align instead with a definition/example provided by national government

We suggest that the Plan should be aligned with Building Regulation. The introduction of policies and requirements that differ from Building Regulations could cause confusion which has the potential lead to delay in the planning and development process, undermining housing delivery. The Plan should however include policies which include positive encouragement to go further than Building Regulations. This could be considered as part of the assessment of planning applications.

Too definitive flexibility required. I don't recall Parliament asking if they should take this stance on our behalf. What happened to democracy?

as it is used nationally

The first point is suggesting that Building Regulations should be extended by EHDC. This could end up by each Local Authority doing the same and resulting in a lack of standardisation and confusion

The net zero target is the responsibility of central government to achieve and is not the responsibility of individual households. If energy is net zero at source (wind, solar, nuclear) then consuming households are not adding to the climate challenge.

EHDC should not go beyond Govt building regulations by creating its own rules. It will be the residents that will ultimately pay for this, driving up housing costs and making east Hampshire even less affordable.

as it is used nationally

It is a standalone definition and should reflect that agreed nationally

'Net Zero' should mean no additional carbon/greenhouse gas emissions

The development will not be truly "net zero" unless all carbon emissions associated with the building are eliminated or offset

The 3rd statement is too wishy-washy. Net zero means that over the whole life of the building the net contribution of building, running and demolishing the building is ZERO. This means more than reducing CO2 emissions associated with building, it also means offsetting all remaining emissions. It also means building in such a way that the building will have a long life (100-200 years). I would also like bullet 2 to state a preference for onsite or local generation wherever possible as this will reduce the strain on the National and local grids.

Zero = Zero. Not "The remaining carbon dioxide emissions that are associated with a building (e.g. through making or obtaining its building materials) are estimated and reduced, wherever practicable. "

I don't think this definition is consistent with the net zero carbon aim. In particular "reducing as far as possible" is vague and allowing for "compensation" off site would allow developers to avoid genuinely providing homes that are zero carbon

Net-zero carbon is the target of completely negating the amount of carbon produced from a development. If the council fails to identify methods to eliminate the production of carbon from a development, then it should not be classed as 'net-zero'.

Third point about materials just says reduce. It doesn't mean net zero.

Net zero is net zero. All activity, from parking wardens patrolling car parks to refuse incineration generates CO2. Every aspect of CO2 must be included. Covering extraction, construction, maintenance and disposal. A house that powers itself is not carbon neutral if the plastic food containers in the bin are burnt. A council is not carbon neutral if its employees commute in to work in a dirty ICE bus everyday. A park is not carbon neutral if

the grass cuttings are left to rot above ground giving off CH4. You cannot cherry pick your neutrality

A more precise and/or detailed definition is required

Your definition doesn't appear to relate to new-build or existing homes? These are two very different questions. In respect of new build, developers should be required to demonstrate, indeed, be given targets for sourcing all materials from low-carbon sources, i.e. they have a carbon 'budget' for each property constructed, to which a system of penalties for breaching should be developed. In respect of existing housing stock, there has to mention of insulation measure to reduce energy consumption. Also, why are you only mentioning CO2 when there are at least four other gases that contribute to climate change?

bullet 1. Energy is a term little understood by the general public and therefore how this is worded is important. For instance, a proportion of the "energy consumed by occupants" comes from the food that they eat. It can be better worded. Bullet 2. This should be " as far as is possible at the time because over the plan period, the National Grid will still be using fossil fuels (see Energy White Paper) so it is not practicable to require that new buildings only use renewable energy. Also, Nuclear energy will be part of the mix and this is not yet classed as "renewable".

It is not wholly clear and it seems not committal with the use of as far as possible and wherever practicable.

The whole life length of construction materials also needs to be considered:CO2 emissions associated with materials used in construction should be estimated on the life of those materials as well , eg concrete building last much longer than wood and can be sealed better than wood

Incorporation of key elements of passive solar design are essential to net-zero carbon development. The use of south facing fenestration to maximise the solar gain and efficient insulation and ventilation can make an enormous difference to energy consumption and site development can and should embrace these principles to ensure that homes are able to cope with climate change and the future cost of energy.

Construction should be separated, as written it is slightly confusing. Ideally you use NZ materials, ie wood. Remaining emissions should be offset, trees, peat bogs etc. NZ addresses carbon, you might also wish to consider other GHG in construction and operation of homes. In addition, the NZ impact of the construction firm should be considered, how are they reducing their impact.

Addition of an extra definition to say that materials, components, technology and services used during the construction of the development site, buildings, utilities and infrastructure should not be sourced from global suppliers and countries that produce the largest amount of annual carbon dioxide emissions i.e. China, USA, India, Russia, Japan, Iran, Germany, South Korea, Saudi Arabia, Indonesia are in the top 10 Co2 polluting countries in 2020. If this policy cannot be followed then it is pointless promoting "net zero developments" when sourcing components such as solar panels that are made in China by manufacturers whose country contribute to the highest Co2 emissions in the world.

I think the definition needs more detail, be more specific and energy ratings should be included

last point with 'wherever practicable' practicable should be defined  
Energy consumption is a vague term and to consider all energy consumption would mean including all purchases, travel, services consumed. This expansive definition will give the local authority scope to abuse the definition to implement overbearing policies in the name of net zero. A stricter and explicit definition should be considered

The definition of "renewable power generation" should be clarified: it should not include faux renewable power (e.g. burning wood pellets imported from the USA, or burning potentially recyclable rubbish in Energy from Waste plants). It should include renewable energy that is reliable and dispatchable - the UK has plenty of wind and solar but this is no use on a cold, windless winter night.

Renewable powered generation is too broad a definition. It opens the door to sources of energy generation that are not appropriate to the area. It also ignores any responsibility for EHDC making its own contributions

#### Definition is insufficient in its scope

Should be focusing on pollutants not just Carbon

This seems reasonable until you consider the impact of electric cars. If the main fuel for cars is to be electricity, then household consumption will increase dramatically. Yes, it should be generated from renewable resources, but every new house should be configured to cope with much larger energy loads. This isn't mentioned anywhere in the document.

A 'net zero carbon development' policy must include the impact of transport and road traffic pollution.

The quality of life of local residents should be enhanced by the definition. Also that the quality of life of local residents should not be diminished by the definition.

this definition doesn't appear to include the carbon cost of the construction of the building in the first place? We need to look at the whole life cycle of the building.

it is imperative that both the carbon emissions in developing/refurbishing building are taken into consideration as well as the amount of carbon emitted when using the buildings. These are separate and important considerations. Should also reflect on how existing housing stock is upgraded. Not only housing but applies to all buildings. Applies to all issues that EHDC is responsible for managing not just buildings e.g. transportation, waste collection etc.

The definition should be strengthened and be more ambitious. It should explicitly exclude all fossil fuels . Ensure that all new buildings are NOT connected to the gas grid. and instead all space heating should be electrical.

Doesn't include reference to transport needed by occupants. Doesn't show indication of energy/carbon involved in construction and maintenance of renewable energy sources

Developers should be asked to contribute to carbon extraction / removal technologies

Net Zero MUST consider the entire lifecycle, this is includes but is not limited to extraction versus recycling, in use emissions, and disposal verses recycling on disposal. For



instance, a railway green credentials must consider land covered, frequency of bus replacement services, track maintenance, building construction etc. Your definition is building centric and doesn't look at the broader picture

Net Zero is an objective made up of many, many elements, Not just energy consumption and CO2 emissions. It must include the circular economy as well in recycling - the range /scope of which is woeful compared to some other districts. As part of the climate emergency, East Hants has an OBLIGATION to be expanding the household waste that is actively collected / recycled. I have contacted Penns Place about this more than once and fobbed off with "it's too expensive" and energy reclamation (i.e incineration) is the best policy. TOSH! If London Boroughs can recycle the plastics that until (until recently) Sainsburys were collecting or tetra pak etc, then so can EHDC but collaborating with other district councils. You dont have to go it alone with this stuff. The other 'suggestion' I received from Penns Place was to use plastic pots to plant seeds or donate to local schools. Was that serious? Schools would be inundated. Incineration just releases more CO2. You know this. You talk about a climate emergency. So act like you believe it. When Sainsburys were collecting plastic packaging, our green (rubbish) bin waste decreased by about 50%. That's ENORMOUS.

The first part is correct that carbon neutrality must be for the life time of the building whilst it is in use as there is always a performance gap between eco build standards when the house is built and its performance when it is actually lived in, often falling well below the standards expected BUT this quires a fabric first policy it is not primarily about using more recycled building materials as that involves energy and carbon use, its about the use of suitable eco materials in the first place, we should be moving away from reliance on brick to other forms of eco -prefab, wood, cobb, hard pressed straw all of which are very safe and far more eco and carbon friendly. We should be more concerned about fabric first and saving energy and carbon in construction and living use than energy generation as we should be using less energy first so eco performance is key. Energy generation is also important,all new build houses should be orientated so they get maximum exposure to their solar /pv on their roofs, use ground source and air source heat pumps, below ground battery / energy storage and biomass district heating systems. Air tightness needs to be balanced with the need for houses and their occupants to breathe fresh air to avoid sick building syndrome.

this does not include or take account of the significant carbon emissions involved in the construction of housing and building materials, materials movements and loss of green pasture/trees while the site is a desert being constructed (see photo of "development in Alton" on this site).

No mention of what is practical and necessary for the residents

transport needs to be factored into assessment

Should also take into account waste and transportation. E.g. if a house has provisions for a parking space for a combustion engine car, then the provisions are clearly not in keeping with a net-zero agenda. Same for waste disposal, the Council's recycling strategy should promote re-use and recycling over landfill and incineration. This should be taken into account when determining whether buildings are net-free or not.

should include the supply and delivery chain and also investment decisions. EHDC has a good record on the small stuff but seems to skip the big stuff :-)

It is far more challenging to estimate and control (with a reasonable degree of accuracy) the volume embodied carbon associated with a building's production and construction stages. In the absence of the relevant evidence base report, it is not clear how EHDC envisages such estimates could be arrived at.

Specific suggestions for the wording

I don't like the "wherever practicable" get-out clause. All new buildings need to be net ZERO carbon construction energy and materials plus net ZERO carbon operational energy – or better, definitely not worse

For bullet 2 renewable power should be onsite (remove the offsite Option as this just blurs the commitment and moves things to be someone else's problem). For bullet 3 replace wherever practicable with to meet state of the art best practice

Omit "wherever practicable" to eliminate developer flexibility.

I am happy with bullet point 1 but would like to see the reference to offsite renewable power generation removed from bullet point 2. A development cannot be considered net zero if remaining energy demand has to be met elsewhere. Very glad to see that embedded emissions are being taken into account in bullet point 3 – I would hope this would influence planning decisions.

Avoid off setting completely

Net Zero approaches rely too much on offsetting, which is widely discredited because developers look to count renewable power generation that would be developed in any scenario. It would be much better to demand greater on-site measures.

Exclude any use of fossil fuels including no new gas connections for new buildings. Second bullet point should only allow offsite renewable power generation in exceptional circumstances

No off site renewable energy generation or carbon offsetting

Energy demand should not be able to be met offsite or it can simple be bought from existing supplies

Make your definition simple and easily understood by all. One point rather than three points would have more impact

All energy consumed by a building's occupants cannot be properly accounted i.e. transport outside . It should be clear it relates to use of a building

this is a realistic first step but should be revisited/reviewed at regular times during the life of the plan to 2040 to reflect national and local changes to zero carbon policies, expectations, and deliveries.

It should be subject to review as assessment criteria may change. Otherwise it makes sense.

Remove the energy consumed by buildings occupants

I agree with the points above however raise concerns as to the applicability when it comes to replacement buildings. The lifetime CO2 stored by buildings that would be dispersed when demolished could have implications and should be required to be offset in addition to the above when providing the replacement.

#### Suggestions for 'best practice'

Spearhead ( or at least Encourage) passive house building in the county. The methods automatically reduces carbon emissions and is sensitive to net zero targets with materials used. Eg sheepswool or shredded denim insulation instead of synthetic alternatives.

All buildings should be energy efficient, have the ability to generate and store electricity for resilience and reduced consumption, but zero Co2 depends on choices and consumption levels. If a family buy an electric car they will exceed the energy demand they can generate at home. Community power generation by Wind or Solar, funded by the community could provide free electricity, relying on the national grid last.

Energy consumption should be extremely low; new houses should very well insulated and have own sources of energy production fitted as standard (e.g. solar panels, heating systems, etc). Building materials are also crucial - radically reduce use of concrete, source materials locally and ethically. Carbon should be embedded in the structure of the house.

Passiv house standard for all new housing

PeCAN broadly supports the definition but have selected no so that we can suggest some tweaks: to exclude fossil fuels, to ensure additionality of new renewable energy, and to strengthen the treatment of embodied carbon. We agree that the definition should include unregulated energy use; this would encourage building designs that cater for all energy use, including EV charging. We would like to see the first bullet point amended to exclude fossil fuels completely for new buildings, for example by adding the words including no onsite combustion of fossil fuels to the end. Alternatively, the text could be amended to refer to emissions from energy as well as primary energy use, for example: The GHG emissions from energy consumed and the amount of energy consumed are reduced as far as possible. We support the idea that new buildings should not be connected to the gas network: full decarbonisation of heating will require electrification so any gas connection would be an unnecessary expense, while experts are starting to agree that hydrogen heating via the gas network is probably not going to be viable (see House of Commons Science and Technology Committee, "Hydrogen is not a panacea for reaching Net Zero, warn MPs", 19 December 2022). As viable technologies to heat homes without fossil fuels already exist, this should become a planning requirement as soon as possible. The second bullet point seeks to match the additional energy demand created by new buildings with renewable energy generating capacity. Since planning rules cannot easily govern the choice of energy tariffs by future occupants, we assume that the intention is to match new demand with newly installed renewable energy generating capacity, on or offsite. If so, we support the idea as a planning principle and can imagine it would increase local resilience and energy self-sufficiency (even though seasonal variations would mean developments will still need access to the electricity grid). For this principle to be effective, new build approvals would need to require the developer to build or commission additional onsite or offsite renewable generation up to the expected energy demand of the development (above what can be produced onsite). This, in turn, would need to be facilitated in the Local Plan by identifying suitable sites and policies for solar farms etc.. To ensure additionality, developers should have to build or commission the additional offsite generation themselves and not be allowed simply to purchase carbon credits or to provide

financing to third party solar projects that would have gone ahead anyway. The East Hants proposal on operational emissions is similar to one in the Winchester City Council's draft Local Plan, with the difference that for WCC all new generation must be onsite, which raises the question whether EHDC's offsite option is even necessary (WCC draft Local Plan, policy CN 3 Energy efficiency standards to reduce carbon emissions says Onsite renewables to provide 100% of the energy consumption that is required by residential buildings, for example through the installation of photovoltaic solar panels or other suitable forms of renewable energy generating schemes that are appropriate for the location or the setting [https://winchester.citizenspace.com/policy-and-planning/local-plan-regulation-18/supporting\\_documents/Regulation%2018%20Local%20Plan.pdf](https://winchester.citizenspace.com/policy-and-planning/local-plan-regulation-18/supporting_documents/Regulation%2018%20Local%20Plan.pdf)) Some basic technical guidelines may be needed to control this, for example to clarify over what time period to measure generating capacity and demand and how to treat factors such as generating efficiency, time of use, and storage availability. We welcome the inclusion in the third bullet point of emissions from building materials, i.e. embedded emissions. We support the idea of requiring whole life cycle non-operational emissions to be estimated in advance, especially for larger developments. While for methodological reasons it may be too soon to make low embodied carbon a mandatory requirement, making these estimates public through the planning process should create positive incentives. In the absence of fixed guidelines for measuring embodied carbon and the likelihood that sustainable construction techniques will improve over the life of the Local Plan, we wonder if it is possible for the policy to be written in a way that allows it to stay current when talking about the estimation and disclosure of whole life emissions, and the use of techniques and materials that minimise embodied emissions, for example by referring to best efforts and current industry best practice? The third bullet point could be strengthened to steer applicants towards carbon negative design, for example by amending the text to ensure that the buildings non-operational (or embodied) emissions are estimated and reduced as much as possible including by sequestering carbon in the building itself (such as through the use of timber and other organic materials that can help to make buildings carbon negative), or similar wording. We welcome that the proposed net zero definition does not feature carbon offsets and rightly focuses on preventing emissions in the first place or, for residual operational emissions, on matching new demand with new renewable supply. In response to the question in the Climate Change background paper, top of page 8, we do not think that offsite reductions in energy use, for example by paying for energy efficiency measures elsewhere, are suitable as a last resort offset to reach net zero because (i) it would be difficult to prove equivalence between the residual energy usage and related emissions in the new development and the energy use and emissions avoided elsewhere, (ii) in carbon accounting terms, avoided emissions do not recoup prior emissions, (iii) it would undermine the energy hierarchy by allowing developers to pay for energy efficiency elsewhere instead of reducing emissions at source, and (iv) it is impossible to know whether the offsite energy efficiencies would have happened anyway and are therefore additional.

Additional costs

take into account the enormous extra costs and where uneconomic, change targets

Who pays for this?

The definition is fine but the Council should not be imposing the extra costs associated with these measures

## Other comments

Whilst the statement of net zero carbon development is intended to minimise carbon dioxide emissions, achieving this especially in the next 10 years, demands the reduction of energy consumption. This is the main reasons why the National Decarbonisation Strategy for Transport places such a large emphasis on mode shift away from private cars. From 2035, the government is planning to decarbonise the national electricity grid, meaning that all non-fossil fuelled development will be decarbonised at the same rate. However there are serious challenges surrounding renewable generation capacity and thus electrification per se, cannot secure the national carbon goal on its own. Energy intensity of all uses and transport in particular, are essential. In the context of all rural authorities such as East Hampshire, we would point out: Over 60% -and possibly as high as 75% of all emissions arise from journeys of over 10kmnm where cycling is not a credible option

The length of journey is a large part of the reasons for this. However, the energy and carbon intensity of longer journeys also rises with speed. For these reasons, in rural contexts, it is not in the least sufficient to rely on local trip internalisation (such as 15/20 minute neighbourhoods) on the one hand; or electrification of passenger cars on the other. The availability of direct frequent regular and reliable public transport is the only realistic way of addressing the energy and carbon impact of existing as well as future mobility needs. By creating greater density of flow and thus demand on key corridors, thus catalysing better and more attractive bus options, and securing mode shift from existing population, the Local Plan can benefit from leveraging a gearing effect in transport related energy demands in the short as well as longer term, materially helping to secure both carbon reduction and energy security. In fact, if successful, the Local Plan would probably secure a greater carbon reduction from this than from any other area policy might appropriately address.

**CLIM3 Do you agree that the Council should define ‘net-zero carbon development’ in this way?**

**CLIM3a If you answered ‘no’, how should the definition be improved?**

Explanations from those who answered yes but provided a comment.

Any amendments should be additional to existing net zero requirements
this is a realistic first step but should be revisited/reviewed at regular times during the life of the plan to 2040 to reflect national and local changes to zero carbon policies, expectations, and deliveries.
If they can define net-zero then this should happen
No off site renewable energy generation or carbon offsetting
If they can define net-zero then this should happen

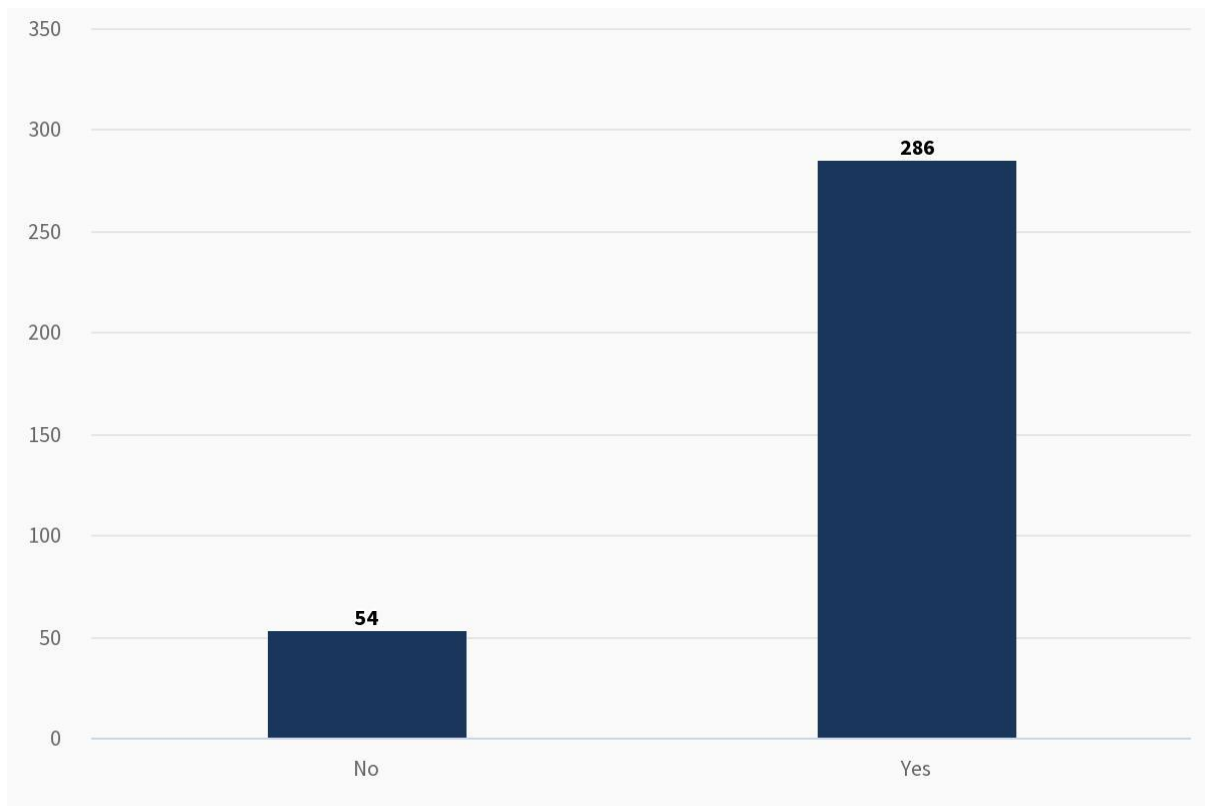
**CLIM3 Do you agree that the Council should define ‘net-zero carbon development’ in this way?**

**CLIM3a If you answered ‘no’, how should the definition be improved?**

Explanations from those who did not answer but provided a comment.

Developers should be asked to contribute to carbon extraction / removal technologies
While we note the definition proposed for net zero is being applied to new buildings only, this has the potential to impact on the historic environment if it is used in any decision-making relating to extensions or conversions. In such cases, traditionally constructed buildings merit special consideration, as acknowledged in the Building Regulations (Approved Document Part L). We provide further advice on our website: <a href="https://historicengland.org.uk/advice/technical-advice/building-regulations/">https://historicengland.org.uk/advice/technical-advice/building-regulations/</a>

**CLIM4 In the future, should the Council’s policies on the design of new buildings focus more strongly on tackling climate change in accordance with the energy hierarchy?**



286 respondents (84%) answered yes, and 54 respondents (16%) answered no.

## CLIM4a If you answered 'no', how should we balance the design of new buildings with the need to tackle climate change?

### General disagreement with climate change as a significant planning issue

There is no 'climate emergency' - it's a ***** Globalist Technocrat NWO power grab.
There is no 'climate emergency', but better energy efficiency is clearly good for the environment. Renewable energy sources should be encouraged. 'Offset' is a falsehood and will have no effect.
The cause of climate change is not carbon dioxide and most of the renewable energy sources are damaging to the environment and the electricity generated does not justify the construction. 'Be Lean' will be difficult and very expensive for older buildings. 'Be Clean' ok, but need to define 'passive heating'. 'Be Green', existing renewable energy is not 'green', one day it may be, but not today; it is an ideal which in practice is often less green than conventional. 'Offset' is a meaningless nonsense and achieves nothing, but apparently looks good on paper as a desirable aim..
Nobody thus far has asked "Most people if we have real climate change" or if we have Normal changes on our Planet as we did in say the ice age or any other age. This zero tolerance is so expensive we will be spending money which we do not have and should be spent on looking after the homeless which we DO NOT DO AT THE MOMENT and i do not mean thousands on Illegals whom we home? instead of our homeless people. As for Climate and Eco changes i agree we should do some things but not at the expense of others. Where is this money coming from? China needs to be held accountable. The eco warriors should go to China etc but they won't . This is a minority of people putting this forward. This is also without What we are intending for Closed off Cities which is disgraceful normal to tackle climate change on everything from Net Zero to "All housing " this is an impossible task that Globally is expected. we do not agree with old buildings being replaced they should be used for our homeless. etc etc etc.
Accept the climate is always changing and adapt to living with it.
What we do is nothing compared to the corporate greed and government lack of action to stop the big polluters. Each of us reducing our use or getting electric cars is meaningless when countries and companies continue to do what they are doing. Penalise the public and make us pay more and it will achieve nothing.
See previous answer! There is no issue to deal with. And you can't tackle a non-existent problem.

### Do not enable the off-setting of emissions

Delete any reference to off setting
I am concerned that offsetting could be used as a get out of gaol card where the cost of being lean, clean and green is considered to affect profit margins. I would rather offsetting were not an option at all.
Offsetting is usually 'greenwash'. Everything else is right.



the first three points are fine but off setting has to be a last resort. By having offsetting in the hierarchy are you not implying this will be common place???? Off setting only really enables companies to make money not encourage further reduction in the use of resources and the cutting of carbon

carbon offsetting is greenwashing - you should replace this with investment in carbon removal

Your order of priority is wrong Green Generation is the most important factor. Being lean does not imply clean or green. It should be "Green, Clean and Lean" "Offset" is not acceptable unless you are physically sequestering CO2

Leave offset out of the mix. It leads to fudging the figures and masking failing to deliver on other things. Also the majority of offset schemes are a con. At the very best they take a very long time to genuinely offset the carbon.

Your energy hierarchy is wrong. It should be Green, Clean, and Lean. Offset is invariably a cope out and should not be included.

Don't include offset. It is abused as a get out of jail card for under performing in other areas. Also offset schemes tend to be a con. Taking years to genuinely offset short term carbon emissions

Not convinced about carbon offsetting - it's a bit of a cope out !

#### Specific changes to the hierarchy suggested (order or definition of terms)

The green component is more important than orientation of buildings which if followed could lead to overheating of buildings.

In my view Be Green is just as important as Be Lean. The climate crisis means that we have to move to green energy as quickly as possible. Be Clean therefore comes 3rd and Offset is correctly described as a last resort.

In my opinion, you have your `green` and `clean` the wrong way around.

Put "Be Green" first

The Energy Hierarchy is fine as far as it goes. but the "Be Green" section should include mention of the impact of replacing fossil fuels with domestically sourced electricity. All new builds should be configured to cope with the much larger electricity loads associated with fast and efficient electric car chargers. And of course, energy saving construction is important such as insulation, triple glazing and so on.

Hierarchy is good, but add to it that every roof should be covered with solar panels.

BE CLEAN is more important than re-engineering old building at taxpayer expense.

Support qualified with a further need to consider some omitted issues

We support the use of the energy hierarchy and hope that planners can find a way to enforce its sequential application and create policies that make it difficult for developers to skip to the bottom layer. Renewable energy generating technologies could be defined broadly to include technologies such as microgrids, energy storage, community energy projects and district heating. Where offsets are used as a last resort, for them to count as net zero they would need to fund the permanent sequestration of prior emissions and not the avoidance of future emissions (i.e. trees and direct capture - yes, paying for renewables or energy efficiency elsewhere - no). We would distinguish between policies that seek to remove residual GHG emissions as an offset, and policies that try to match new energy demand with new energy production (see answer to CLIM3a). In the first case, the outcome would be assessed by how much carbon has been removed versus how much has been added. In the second case, matching energy demand and supply, the outcome would need to be assessed by the amount of clean electricity that can be generated versus the additional demand.

I think there needs to be layers above this: carbon neutral; then carbon negative. New developments should be a vast improvement on the old and be saving energy/reducing carbon emissions.

However - the electricity grid would need to be expanded to cope with electric cars and phasing out of gas for heating

The Energy Hierarchy does not mention the need to expand electricity power grid to cope with the increased use of electric cars and the phasing out of natural gas for central heating.

Have answered Yes but shouldn't be frightened to replace buildings if they can't be brought up to acceptable standards. Any replacement should be on the same site not moving to greenfield areas

I said 'yes' but let's be clear. ALL new building should be mandated to include enough solar / wind tech to be (almost) self sufficient. There is also nothing stopping EHDC from a policy of no new building with fossil fuel heating systems either even if not a national law yet. Thirdly, grey water collection schemes for use in washing machines, toilet flushing etc should be part of the 'green' development policies. It can be done. Again we experienced it in London. Stop being trodden on roughshod by the developers. Some of your aims are admirable. So reach for them. Genuinely plan to deliver on them versus find lame excuses.

You have missed a key point on the hierarchy, first look at your needs. In these post Covid days do you need all your offices/desks/outbuilding etc. Remove is the first principal - and also by far the cheapest to implement.

but these should be design recommendations or even conditions, not just advice or guidance so that they are enforceable.

This hierarchy needs to include the reduction of pollution from traffic.

### Support for a different approach

In line with government policy subject to sufficient green space within and around settlements.
We suggest that the Plan should be aligned with Building Regulation. The introduction of policies and requirements that differ from Building Regulations could cause confusion which has the potential lead to delay in the planning and development process, undermining housing delivery. The Plan should however include policies which include positive encouragement to go further than Building Regulations. This could be considered as part of the assessment of planning applications.
It is considered that Building Regulations already cover energy efficiency matters and the Future Homes and Buildings Standard in 2025 will be in place ahead of the EHDCs emerging Local Plan.
we would reiterate that consideration should be given to the requirements of the Building Regulations in order to avoid conflicting demands.
Please stop restricting those who can least afford from buying housing, which will be more expensive due to new technologies, low income will be left in inefficient housing. Please be stricter on 50% affordable housing mixed within a development not segregated. Bordon the Eco town project?? You had the opportunity to showcase, but planning didn't follow through..
Focus on. cost effective attractive buildings in terms of both construction and operation
Just build traditionally to make homes last longer
There are other considerations to be taken into account, such as avoiding chopping down ancient woodlands to make way for houses and then replanting saplings around these new houses, which will do nothing to combat climate change.
Buildings should be designed first to provide a good habitat for the people living in them, they must function well in that regard first of all, then be efficient. The climate is changing anyway, it's about how do we keep warm, Cool, Safe, and be resilient to a decline in fossil fuel availability. It will be all but used up by 2040 so where will energy come from?
Greater use of green and varied sustainable material building materials and eco design
The balance should be to "Focus on Energy efficiency and reducing energy use as this will contribute to reducing and limiting emissions of GHG and thus help to tackle climate change" . Reason - to put "tackling climate change" as a policy objective i.e. the other way round, is to set up an objective that is too amorphous to produce real world guidance.
The design of new buildings should be influenced by the cost of heating and power supply, the market will drive efficiency more effectively than slowly changing top down regulation
Less soundbites and more detailed analysis of residents' needs and requirements
There should be no change. The highest priority is housing that people can afford and not increasing costs for things such as passiv housing. Climate change is important but not so important that it must be overbearing on our quality and cost of life.

Generally there should be a drive to reduce consumption as new materials produce carbon emissions. However the impact of landscaping as a carbon sink should be a priority as well.

Simply ensure high quality buildings rather than shoddy standards currently accepted from big developers

Stagecoach has no comment, except to say that national government is best placed to work with industry to address the technical matters that secure the most rapid and robust reduction of emissions from buildings in use that would be secured through nationally legally-binding Building Regulations. The transport hierarchy, focusing on walking cycling and public transport is long established in national policy. It has profound spatial implications and expression. Why does this not feature very much more clearly and consistently as a governing principle steering the plan-making process from first principles?

#### General observations for future policies

The trouble with policies are that they become mandatory. They should establish an aim but as each project will every different in many ways they must encourage a flexible approach

The LP must require that new builds are both net zero carbon for construction and through life. Retro-fitting insulation and power generation later is costly, disruptive and inefficient

You need to define the problem you are trying to tackle. Then make a cost-benefit assessment. Then you will know if what you propose has value. Right now you haven't defined the problem.

Local energy generation is well documented to be more efficient and with fewer losses than centralised generation. Every house and commercial building should have solar water and electricity generation built in.

still not taking into account the costs - totally ignored

These measures need to be brought in over time. Some technologies to help chieve this are still at an early stage and the cost of mnay is still too high .

New builds should sll gavr solar panels heat pumps or other renewable technologies as standard

Happy with the suggested energy hierarchy

## CLIM4a If you answered ‘no’, how should we balance the design of new buildings with the need to tackle climate change?

Comments from those who answered yes but provided a response

<p>The original GLA Energy Hierarchy should be followed.</p>
<p>CPRE is supportive of following in new development the Energy Hierarchy set out, and urges the Council to adopt LETI energy standard for residential homes. We note the UK Warehouse Association has identified the warehousing sector has the roof space for up to 15GW of new solar power and has the potential to deliver the entire UK requirement for 2030 forecast by the National Grid future energy scenarios (FES). We also note the French government has now mandated that all existing and new car parks with space for at least 80 vehicles must now be covered by solar panels. So, we consider that all new non-residential building should include the maximum amount of roofmounted PV, and we would urge the Authority to consider the opportunity to retro-fit solar onto existing commercial rooftops, and to consider the use of existing open spaces, such as car parks, before any greenfield sites are developed. This would allow the Council to lead on climate change without detracting from its countryside, which plays a vital role in natural carbon reduction. Many buildings can be sensitively repurposed or reused, rather than replaced.</p>
<p>(Yes) though this needs to be done while also considering potential impacts on the historic environment i.e. taking a holistic approach          We support the use of the energy hierarchy and hope that planners can find a way to enforce its sequential application and create policies that make it difficult for developers to skip to the bottom layer. Renewable energy generating technologies could be defined broadly to include technologies such as microgrids, energy storage, community energy projects and district heating. Where offsets are used as a last resort, for them to count as net zero they would need to fund the permanent sequestration of prior emissions and not the avoidance of future emissions (i.e. trees and direct capture - yes, paying for renewables or energy efficiency elsewhere - no). We would distinguish between policies that seek to remove residual GHG emissions as an offset, and policies that try to match new energy demand with new energy production (see answer to CLIM3a). In the first case, the outcome would be assessed by how much carbon has been removed versus how much has been added. In the second case, matching energy demand and supply, the outcome would need to be assessed by the amount of clean electricity that can be generated versus the additional demand.</p>
<p>but these should be design recommendations or even conditions, not just advice or guidance so that they are enforceable.</p>
<p>The LP must require that new builds are both net zero carbon for construction and through life. Retro-fitting insulation and power generation later is costly, disruptive and inefficient</p>
<p>In line with government policy subject to sufficient green space within and around settlements.</p>
<p>I am concerned that offsetting could be used as a get out of gaol card where the cost of being lean, clean and green is considered to affect profit margins. I would rather offsetting were not an option at all.</p>
<p>However - the electricity grid would need to be expanded to cope with electric cars and phasing out of gas for heating</p>

Have answered Yes but shouldn't be frightened to replace buildings if they can't be brought up to acceptable standards. Any replacement should be on the same site not moving to greenfield areas

I said 'yes' but lets be clear. ALL new buiding should be mandated to include enough solar / wind tech to be (almost) self sufficient. There is also nothing stopping EHDC from a policy of no new building with fossil fuel heating systems either even if not a national law yet. Thirdly, grey water collection schemes for ue in washing machines, toilet flushing etc should be part of the 'green' development policies. It can be done. Again we experienced it in London. Stop being trodden on roughshod by the developers. Sme of your aims are admirable. So reach for them. Genuinely plan to deliver on them versus find lame excuses.

Greater use of green and varied sustainable material building materials and eco design

Not convinced about carbon offsetting .its a bit of a cop out !

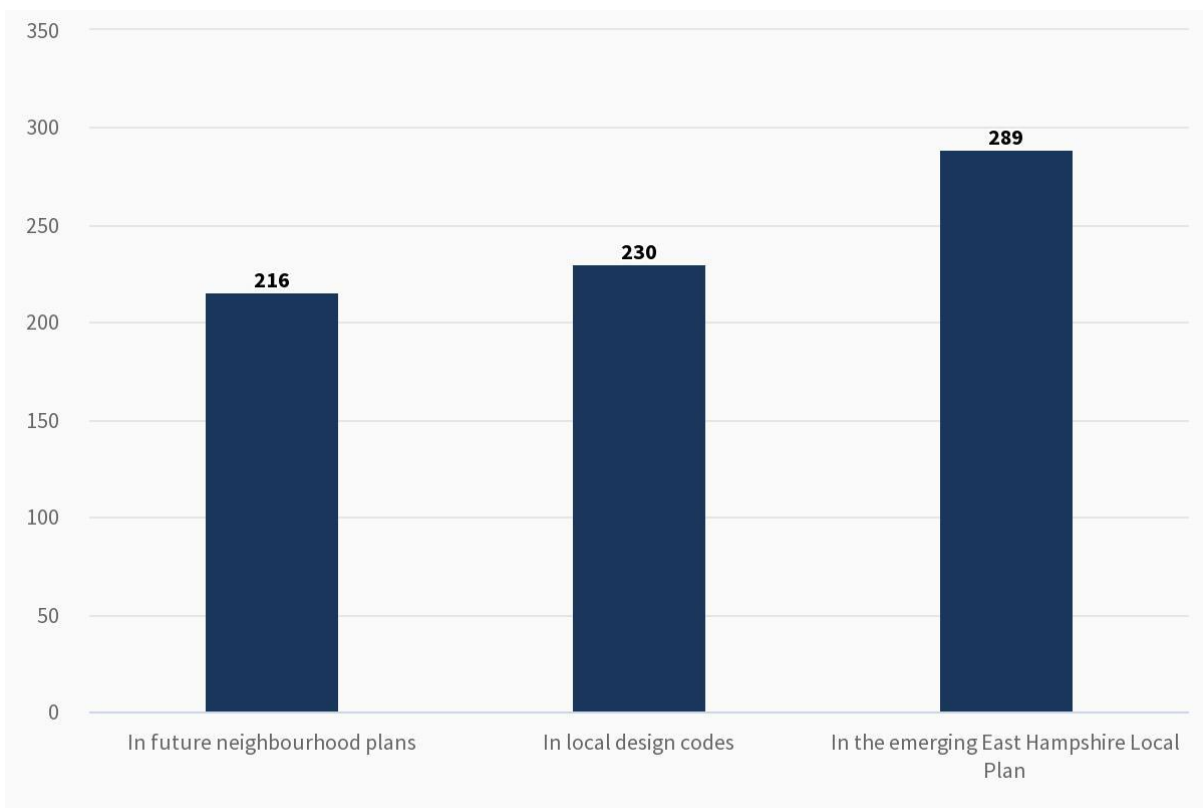
Accept the climate is always changing and adapt to living with it.

**CLIM5 Should the detailed criteria for tackling climate change be specified in any of the following? (select one or more options)**

In the emerging East Hampshire Local Plan

In future neighbourhood plans

In local design codes



In the emerging East Hampshire Local Plan was selected 289 times.

In future neighbourhood plans was selected 216 times.

In local design codes was selected 230 times.

**CLIM5 Should the detailed criteria for tackling climate change be specified in any of the following? (select one or more options)**

In the emerging East Hampshire Local Plan

In future neighbourhood plans

In local design codes

**CLIM5a Please explain your answer**

Explanations from those who selected 'In the emerging East Hampshire Local Plan' only

Benefits to addressing the issue through the Local Plan

So that it is consistent across the District.
It has got to be as broad in its coverage as possible
Only if the Key specification is laid down in the LP will the Neighbourhood Plans and local design codes have a level base to build in on local issues/needs.
YES If - the Local Plan has the teeth to implement the standards and is reviewed and published every 5 years.
More clout, more support, more public awareness.
localised plans will require even more bureaucracy
These policies should apply equally across the District
Not every area has or will have a Neighbourhood Plan
Please don't leave this to parish councils it's actually a scientific matter
It is fundamental that this information and policy requirement is included in the overarching policy document controlling development within the District. Neighbourhood Plans and Design Codes can be informed by the Local Plan and replicate policy where necessary
Has to be implemented at District level with Parish support
Might as well be consistent, but the code should allow for local adaptation. If extreme weather events are to be more frequent we must catch more of the excess water to use in drought. Community water storage is key.
It is a EH wide issue
Available for all to consult
The Local Plan is the correct document for this matter to be dealt with. Other documents are secondary



We are making a new plan, let's include it now
This would ensure the same approach is applied across the district rather than potentially treating different areas differently, which could be interpreted as unfair
Many areas do not have Neighbourhood Plans so my choice of answer is simply to try to select the "least worst" option. I am unclear how local design codes operate!
The Local Plan seems to me the right place for this; there is no need for duplication, second-guessing or redefinition and then long and wasteful discussion as to what is appropriate
Then neighbourhood plans and design codes have to abide. Can they be higher standard in guidance?
Act ASAP
Timing is critical to this major issue
Focus on it now
To avoid repetition or duplication in neighbourhood plans or design codes

#### Related criticisms of EHDC

I am struggling to see how the East Hampshire Local Plan can have 2 principles about managing flood risks and planting trees, when most of the newer housing around Bordon is in woodland which is causing many trees to be destroyed.
More protection for ancient woodlands and green spaces instead of being built on and replaced with sapling.
sewage treatment not considered enough when building new houses. Hard landscaping should be of water permeable materials to reduce flooding risks in new housing and public buildings
Stop allowing building on flood plains, stop cutting down established trees
Any new development only makes sense if it does not flood, does not fall down in a storm etc. so do it now. Silly question.
The evidence is not as clear as you suggest. It makes sense to improve our environment with tree planting and to avoid building on flood planes and to dredge rivers. Too much time and money is wasted pandering to special interest lobby groups

#### Other observations

Rules should be put in place to protect ancient woodlands and green spaces as they are extremely important in tackling climate change. Planting trees and plants are great unless old trees etc have to be removed to make way for them.
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Any development must be outside the area that needs to use the bridges to exit the village as at times Lymington bottom bridge is gridlocked.

Need to bring back the linesmen to keep the water courses clear and avoid building on flood meadows

Any proposed development would be measured against Option 1

We should be building to reduce all carbon emissions including those created by car-dependent housing

The Venn diagram above should be at the heart of any building project.

There appears to be little need to keep repeating such criteria when the district has little influence over the content

Providing bespoke climate change solutions at a neighbourhood plan level for example, would be an inappropriate burden.

The role of Local Plans is clearly intended to be much more focused on spatial matters. Aspatial matters will be more clearly signalled in the National Development Management Policies (NMDP). Alongside this, there is and further national guidance that is expected to be complied with in development proposals, where they are worked up on a site-specific basis. This will include Manual for Streets 3, which ought to emerge very shortly. Stagecoach urges EHDC to maintain focus on the clear principle that if the Local Plan drives a spatial strategy and pattern of development, supported by strategic allocations, that effectively hit existing as well as future transport-related emissions by transforming the relevance and attractiveness of walking cycling and public transport in the larger villages and towns of the plan area, then the Plan will most likely secure the greatest positive impact on emissions. However emissions are not the only area that would be profoundly improved by such an approach. Other key issues explicitly included within the Vision, such as socio-economic inclusion, and healthy active lifestyles, also depend on this. It is important that beyond a robust sustainable development strategy and form, any more detailed locality- or site-specific criteria for tackling climate change should be specified in the emerging Local Plan as far as possible. For example, the Local Plan should contain policies that apply to specific strategic allocations, or around identifiable localities where several developments, of different scales, might contribute to or benefit from a comprehensive approach to materially improving the walking cycling and public transport offer. This will be essential to ensuring alignment with other policy not least Hampshire's Local Transport Plan, as well as delivering key targets for sustainable travel that should be committed to within the Local Plan itself. There should generally be no need to repeat or duplicate national policy in the Local Plan, nor Local Plan policies in in neighbourhood plans or design codes. However, it is appropriate for design codes to ensure that the detailed design of development proposals comprehensively consistently and ambitiously identifies and maximises the opportunities for walking cycling and public transport, not just within the development itself but across the immediate locality. It might be appropriate for Neighbourhood Development Plans to seek to pursue similar goals but only if it can meaningfully achieve them. A NDP that does not seek any material change in terms of development in a locality is highly unlikely to be able to secure resources to achieve substantial improvement in the sustainable travel offer.

**CLIM5 Should the detailed criteria for tackling climate change be specified in any of the following? (select one or more options)**

In the emerging East Hampshire Local Plan

In future neighbourhood plans

In local design codes

**CLIM5a Please explain your answer**

Explanations from those who selected 'In future neighbourhood plans' only

East hants has a plan but neighbourhoods should be developed within its parameters. Not those of developers
to protect our local area
I think they should be addressed in every future plan submitted
I think it is better to deal with this detail locally rather than across the district
Local neighbourhood planning knows the local needs
every neighbourhood is different
Detailed criteria should be in conformity with nationally-agreed regulations and should be within the local neighbourhood plans in order to incorporate all the best practices for the neighbourhood rather than 'cherry picking'

**CLIM5 Should the detailed criteria for tackling climate change be specified in any of the following? (select one or more options)**

In the emerging East Hampshire Local Plan

In future neighbourhood plans

In local design codes

**CLIM5a Please explain your answer**

Explanations from those who selected ‘In local design codes’ only

Benefits of addressing the issue in local codes

A blanket approach across the whole housing stock does not work - local variations are required and should be allowed.
Every area requirement is different so should be looked at individually rather than an umbrella code
needs to be implemented at local level dependent on existing conditions in that area
This would allow for greater detail / requirements specific to the area.
The majority of the existing new housing developments that have been constructed in the southern part of the district appear to have been built on greenfield and woodland sites, and are now contributing to more flooding and surface water runoff. The existing drainage and sewage infrastructure in most of these new build locations were never upgraded except for the construction of larger ditches and drainage channels in an effort to mitigate any future floods. Settlements in the southern part of the EHDC area are located on flood plains with chalk spring and streams compared with the different geology associated with other locations in the East Hampshire district. The flood risk mitigation in the emerging local East Hampshire Local Plan may not be relevant across all of the districts as each has its own unique geological makeup. It therefore makes sense to have local design codes in place to cover different drainage, sewage and ecological requirements across the district when new building developments are being planned.
A one size fits all approach does not suit all developments. Each development proposal should reflect the local green and built environment, as too should any policies associated with climate change
The local design codes are the authority closest to the community and therefore can be most responsive to the needs to the community
Should be flexible to local needs.
Need to be able to adapt detail codes when necessary in a more timely manner than a long planning process.
likely to have more impact

### Other observations

<p>There is no 'climate emergency'. Focus should be on sustainable development within viability constraints.</p>
<p>Councils should follow the governments levelling up policy and oppose the need to building areas that have already taken on too much development which must be in contradiction to being a carbon neutral county</p>
<p>Plans can be esoteric and ignored or 'bought off'. Requirements should be enshrined in building regulations</p>
<p>Lets keep any initiatives and codes at county level. EHDC is simply too small and has an inconsequential number of new homes</p>
<p>Ideally it should feature in all three. By incorporating it in local codes, it will filter up into the higher level plans.</p>
<p>It is important that local mitigation is the highest priority as national plans are unspecific. National could be broad guidelines.</p>
<p>It is obvious that detailed criteria for tackling climate change should appear everywhere!</p>
<p>Without concerted effort across the board, we will fail to achieve our climate goals</p>
<p>Every action by authorities and people at every level needs to be following detailed criteria to tackle climate change if we are to have any hope of mitigating its worst effects</p>
<p>the local plan is the main document here, but policies must be applied at all levels</p>

**CLIM5 Should the detailed criteria for tackling climate change be specified in any of the following? (select one or more options)**

In the emerging East Hampshire Local Plan

In future neighbourhood plans

In local design codes

**CLIM5a Please explain your answer**

Explanations from those who selected more than one answer

A combined approach is needed

One of the best opportunities for reducing greenhouse gas emissions associated with housing is to put appropriate supporting policies in place for new builds, which are binding. Retro-fitting the existing stock is less effective and expensive. It is probably therefore appropriate to put it in all the documents listed above in order to be unambiguous.)

Emerging policies are required in order for it to form the basis of the any decision. Local design codes would be more area specific so any large developments that fall within a particular can factor in energy efficiently and climate impact at the earliest opportunity.

The different planning documents should be coherent with each other in regard to climate goals and avoid creating opportunities to challenge or circumvent climate related policies, while allowing for different levels of detail. Design Codes and Neighbourhood Plans should be required to consider the climate and nature crises and they should include climate and biodiversity goals. They should explain how any possible trade-offs between aesthetic and environmental goals should be resolved, such as by recommending more sensitive implementation of technologies (roof-integrated vs roof-mounted solar PV, window frame materials and design, placement of water butts and equipment etc.).  
in all of the above, so that the message is clear

Tackling climate change should be at the heart of EVERYTHING councils do

Clearly we need to look at East Hampshire in an overall manner, but when doing so we also need to look at the neighbourhood plans for specific needs of local people as each area is different and then where possible we should look at the impacts of developments on local people that already live in a specific location. Different localities have different needs and this needs to be taken into account.

This is a critical issue so should be reflected in all levels of planning policy

To tackle climate change needs to be applied at all these levels for the outcomes to be coherent.

The climate crisis demands that we tackle it in every way possible, therefore all of EHDCs plans and policies need to have climate change front and centre and provide a coherent approach.

It is important that the criteria, in whatever specific detail, are set out in the plans and design codes.

If it is not specified it can be ignored .
In all so locals have half a chance in seeing what is being implemented
All vital at every level
This is so important that it should be recognised at all levels and encourage people to think, plan and act
The climate emergency is upon us and will not go away
The more action taken to adjust to and limit climate change the better
One of the best opportunities we have regarding reducing greenhouse gas emissions associated with housing is to put appropriate supporting policies in place for new builds, which are binding. Retro-fitting the existing stock is less effective and expensive. It is probably therefore appropriate to put it in all the documents listed above in order to be unambiguous or leave any loopholes that builders might try to exploit to reduce their costs.
Unless the criteria are clearly specified as a planning pre requisite and then detailed in policy documents relevant to an area, nothing will change.
A `one size fits all` approach rarely works effectively. Therefore the flexibility of local design codes should be an intrinsic aspect of planning policy making. We are all aware of examples where developments have been built in inappropriate places, despite local knowledge warning against.
We should take every opportunity of enforcing new builds to be as green as possible.
Everyone should be encouraged to play a role. The council should engage neighbourhoods to participate actively with the council on climate change mitigates plans and their execution
Consistent strategic approach is needed
Design codes because We need more specific actions on every development to make a difference and in the east Hampshire plan to help facilitate decisions on optimal locations and land types
Ot needs to be consistent in all areas.
It needs to be a cooperation between all groups.
Declaring a climate emergency is meaningless and less measures are taken forward in all aspects of planning
the climate and environmental crises should be considered at every level of every process.
It should be everywhere
Needs to be defended in as many places as possible
All three equally crucial

Close integration of the above is essential to joined up thinking
Climate impact mitigation should be part of every aspect of planning and decision making in all frameworks since climate change is possibly the biggest threat ever to face humanity
All of equal importance
unless these criteria are embedded in all planning documents and detailed codes there is a risk that they will not be taken into account in the final design/development approvals
All of the above should be considered
Tackling climate change is the single most critical event of our lives. If we don't tackle it head on in ALL aspects of our every day lives we have no future.
There has to be a distinction between documents which are for policy guidelines and actual implementation of policy e.g. planning rules. Without both and a commitment for the operational to align and ideally exceed the guidelines is important to achieve objectives.
we need to use every tool in the box to tackle climate change
Councils at all levels should be required to show their intent to tackle climate change
The more ways tackling climate change can be built into the system the better.
Climate change adaptation and mitigation are so important that they should be specified in all possible planning and guidance policies and documentation.
It is the single most important challenge of our time and we have the expertise
All are important to prevent damage to the surrounding environment, and tackle rogue building practices
This requires total cooperation at all levels. Ideally established trees should not be removed from building sites, nor should hedges
It's a climate emergency!
Global warming/climate change will affect every aspect of our lives and this is happening now! It should therefore be incorporated into every aspect of planning for the future.
There needs to be consistency across all levels of planning.
they should be explicit and intrinsic in all
Climate change is having an effect on all of us. Therefore, it should be the main consideration in all present and future plans.
All opportunities to influence behaviours must be taken.
It should be incorporated at every level



<p>Its a crisis therefore must be present at every level. The documentation should make it clear that above and beyond is required, its not just about mitigating of the enhanced run off of a development, but the years of under investment in controls. You must mitigate for more regular larger flooding on sight and that caused by other sites.</p>
<p>All of the documents listed should have climate change at their heart.</p>
<p>Climate change should be included within each of these</p>
<p>A targeted focus on climate change is needed to build into all the thinking and applications</p>
<p>All three we need more actions, not more debate.</p>
<p>At all levels. It's essential we address this in a way that acknowledges the scale of the issues.</p>
<p>The effects of climate change is important enough to be included in all the 3 options.</p>
<p>The detailed criteria has to be included in all of the above as the climate emergency is our no 1 priority.</p>
<p>Should be covered at every level</p>
<p>Should be included at all levels</p>
<p>The approach needs to be coherent and integrated across all scales. Design code also provides clear guidance for developers and creates consistent regulatory framework.</p>
<p>If we believe that climate change policies and actions should be central to everything that we do, it will involve all three</p>
<p>it important that requirements are incorporated into all plans and design codes so they are widely shared and understood.</p>
<p>It should be handled everywhere - and force the developers to do the right thing rather than taking bribes from them and letting them do what they want</p>
<p>Yes, local plans, neighbourhood plans and design codes all have a role, individually and collectively in mitigating and adapting to climate change. As the Council will know, this is not delivered by single climate change policies or measures in isolation, but in a suite of relevant approaches that support climate change mitigation and adaptation. This ranges from the protection and provision of green infrastructure to support for building re-use and the suitable retrofitting of existing buildings.</p>
<p>The emerging East Hampshire Local Plan should be the overarching document setting out the policy. Future Neighbourhood Plans and Local Design codes should focus on aspects specific to an area and proposed development.</p>

Observations on, or recommendations for general approach to adaptation

<p>I believe that, to meet the goals set out in the 2040 Vision, it will be essential for the Council to define a clear set of deliverables</p>
<p>Let's avoid the nonsense that is the Redrow estate in Alton, nearing completion but will have to be expensively retro-fitted to bring it up to standards on renewables and insulation.</p>
<p>Possibly some local issues/nuances but in general Building standards should be mandated at national level - i.e. compulsory insulation to a common standard - there is no point local plans reinventing the wheel in every council.</p>
<p>These potentially deal with different aspects of planning and design. Policies should be specified in the most relevant document, with a clear hierarchy where necessary..</p>
<p>We should think about the environment in all our building work.</p>
<p>It should be included at every possible level. I would also add that planting new trees is a very good idea, but cutting existing trees down also causes huge problems. Developments should avoid areas with trees, especially mature trees.</p>
<p>The climate and ecological emergency needs addressing across all areas of council responsibility</p>
<p>Need to ensure that all new buildings do not add to climate change</p>
<p>Detailed criteria are important provided that they are implementable. For example tree planting is of limited value until it reaches a around 30 years.</p>
<p>Trees and green areas are being destroyed for housing, with it seems no regard to infrastructure improvements</p>
<p>All these documents should agree with each other regarding climate goals and prevent any chance of circumventing climate related policies. Design Codes and Neighbourhood Plans need to consider the climate and nature crises and include climate and biodiversity goals.</p>
<p>Not only the above but you should also minimise the building on green field sites and destruction of mature woodland</p>
<p>Planning should be a joined up exercise</p>
<p>The LP must define minimum build standards that ensure net zero carbon housing is constructed and importantly that the through life energy needs of the house are also net zero. Retro-fitting later is expensive, disruptive and inefficient.</p>
<p>The LP must specify the build standards for new housing to have any hope of reducing emissions from housing. Retro-fitting is expensive, disruptive and ineffective</p>
<p>We must progress to control the effect of climate change.</p>

Further consideration needs to be given to ensuring developers meet the requirements and the council needs greater powers to be able to enforce the criteria. In my experience, where developers or landowners don't adhere to the rules, discussions around the issue happen but actually resolving them and enforcing the rules doesn't happen., developers are able to break the rules far to often. An example are the houses built on Lymington Bottom Road in Four Marks, right next to a known area for flooding. Supposedly this issue was to be addressed as part of the build - yet this very weekend, the road is flooded with water. Another example, people living on agricultural land, when they have no right to be there and they are able to continue living there despite they are clearly not within their legal rights to.

Important at every level of design/building. However, it's not all about planting new trees and plants, it is essential to protect the mature trees, wooded areas, hedgerows and natural cover that already exists. These elements absorb far more carbon than any new planting that will take many decades to catch up. The sites that are ripe for development applications are too often left unprotected and are stripped of potentially contentious trees and hedges before the application even goes in. It is not enough to aspire to have greener communities if you are not prepared to protect the existing environment that is on the doorstep.

It is only by influencing house design and building codes that we can make a step change in building energy efficiency

Many areas are in sdnp, green spaces and tree planting must be a priority so many development have 'verges' as designated green space, extreme weather shelter already in building codes

Climate change needs to be a feature in all future policies

If people individually agree on criteria then there should be flexibility for specification in a local plan with recognition that neighbourhood and local planning may have unique situations that would require reasonable adaptation of a plan.

This section makes reference to the need for new development to be resilient to the effects of climate change, one aspect of which being the amount of rain we receive, and when we receive it. Whilst these will have obvious implications for flood risk, they could also have implications for water resources. Resource efficiency (water as well as energy) should therefore be a key consideration for sustainable development. Although not the water supplier for East Hampshire, Southern Water provides wastewater treatment services to the south of the district, so in addition to water efficiency, measures such as rainwater harvesting, greywater recycling, SuDS and rain gardens can all contribute to helping reduce pressure on drainage networks by reducing average daily outputs of water from homes and ensuring surface water from new development is kept out of foul or combined sewers. This in turn will reduce the risk of pollution caused by excess surface water in the sewer network. We would therefore encourage policies which seek to ensure that surface water is appropriately managed, as close to source as possible. This aligns with our own work to address problems caused by excess surface water in our sewerage network in order to protect water quality in rivers and sea (see <https://www.southernwater.co.uk/our-performance/storm-overflows/storm-overflow-task-force> for further information). Whilst some parts of the sewer network were historically designed to accommodate surface water along with foul flows (the "combined"™ sewer), in terms of future flood risk, better rainwater management through SuDS is now the preferred approach to avoid placing added pressure on drainage networks during heavy rainfall, as well as helping mitigate flood risk. Unless or until Schedule 3 of the

Flood and Water Management Act 2010 is enacted, we cannot refuse developer applications to connect surface water to the combined network. Therefore, we would also recommend a strong requirement in SuDS policy that development is not permitted to connect surface water into the foul or combined network.
Nothing should be build, or agreed to, until climate change factors in the build have been addressed.
These are good aspirations and so need to be embedded in the plans and codes to support implementation
It goes without saying that it's an holistic approach across local, regional and national plans
We need to improve what's already here as well as what's being built from now on.
Planners should be made to stick to zero omissions for new builds and renovations. No ifs or buts. Everyone of us has to sacrifice something to save the planet.
Use of design codes seems a good, normalised approach. If criteria are covered in the Local Plan policies, it should not be necessary to duplicate them in future Neighbourhood Plans.
Detailed criteria could include reference to scheduling of action for the design principles. For instance, planting trees can begin and be on-going.
More of the population should be made aware of the plans
Planting trees is important, but so is making sure that they survive after planting
I would like to see SUDs applied both to new properties and retrospectively where possible - putting the issue in the plans and embedding in local design codes should help to deliver this and other climate change measures
Vital that climate change is planned for in the local plan to build resilience to extreme weather events.
As already stated in the blurb if we don't put this on the agendas we face continued pressure moving forward, act now to help mitigate future issues and risks. Better the bolt the door before the horse bolts!
local design codes are vital to ensure a consistent approach at a local level and ensure local residents are listened to
The local plan will take too long to be fully approved. Local design codes and neighbourhood plans can start to address these issues sooner and more relevantly to local circumstances whilst the Local Plan is finalised.
"Green" should be in everything you do and at every level. Then Climate Change is tackled without fore thought
Going green must be a fundamental part of any plan. In doing so the we will be green. This is why in itself "Climate Emergency" is not the priority in a plan because as a

statement is has no action its just a label. If we go green then we ARE tackling "Climate Emergency"

Neighbourhood plans are written by the Communities and it is to them to include the subject criteria.

All as it needs to be delivered locally rather than just abstract worthy policies in the local plan - so less concrete, more green space, more native tree planting, more wetlands and SUDs, more protection of SPAs SACs but also NNRs and LNRs and SINCS with meaning buffer zones for higher designations, bringing SINCS under optimal management rather than current neglect and linking habitats eg via road vergers and ditches and hedgerows

All 3 - but PLEASE specify it must be NATIVE trees SUITABLE to each area's soils and habitats eg what trees are suitable in Selborne or Alton which is on Chalk with Clay will differ from that of Whitehill & Bordon, Kingsley, Headley and Oakhanger which are on greensand.

Intensive housing development on the scale feared will be the key driver of future climate impacts. Land allocation and planning policy via local and neighbourhood plans is our principal tool for mitigating impacts.

I have mentioned the key factors in previous answers, but if you dont bake into policy the strategies to be used to tackle climate change and 'green' issues, then they will never happen. Building new houses without car parking or driveways is not the answer either. People live/work all over the region, Cars are an essential part of modern life. Help people switch away from fossil fuels in all areas of buildings and living via your policy including mandated car charging points in all new buildings And a robust strategy on recycling and the circular economy - where EHDC are woefully inadequate today.

It should be a fundamental requirement for ALL planning decisions and not just an afterthought

Let's not be overly prescriptive but yes, it's important that new developments take account of our obligation to mitigate climate change.

It should be in all of these, there should be no excuse for a builder/developer not to follow it if they want planning permission. Non-conform = no planning permission. End of story.

This should be a priority and should inform, influence and direct ALL planning, now and in the future

If they are not then we are heading for a disaster

Tackling Climate change should inform plans at every level

Let us be clear, we cannot tackle climate change, we can only tackle the consequences of climate change. The earth goes through cycles of warming and cooling, currently about 800 years. In the 13th century it was warmer than now, in Roman times it was hotter still, each recent warming period was cooler than the last. In 1700s we had a mini ice age, the next is due in about 400 years. While we focus on trying to change the climate we will never succeed and spend billions in trying. Planning for the effects of climate change, exacerbated by building of houses, concrete etc which contribute to flooding are what need to be considered.

If they are not then nothing will change and we will have an irreversible disaster
Neighbourhoods must have consultations about future local design codes
All are of importance and need to be tackling climate change.
We must do everything possible to reduce our impact on the environment
It is vital that dependance on non uk energy resources is minimized. New technology such as the Rolls Royce SNRs and shared Ground Source heating should be enabled and encouraged.
Also, consider the CO2 impact of felling mature trees when constructing new properties. Replacing these lost mature trees with small, immature saplings does not help with CO2 emissions. Assess whether excessive new housing is really needed? Challenge whether you need to build so many new houses in an already excessively overloaded environment
The more information you provide, the better
Local code takes in topography, aspect, geology. Hydrology likely to be ignored in higher level planning at present. Needs to change as these are fundamental limiting factors affecting sustainability and carrying capacity of land. Geology and hydrology cannot be changed and there is a limit to mitigation and technology. They highlight areas where development should be avoided rather than meet problems when the project is already committed financially as happens with present planning rules.
These are vital in all developments and planning - currently, these are an afterthought and developments often ignore them/put in unsuitable solutions (e.g. trees which die).
The LP carries more clout than NP and LDC can follow on
Let's not create any more planning documents. Let's keep the Local Plan as the definitive document for EHDC planners, and Neighbourhood Plans the definitive document for town and parish councils.
We believe that, to meet the goals set out in the 2040 Vision, it will be essential for the Council to define a clear set of deliverables
I believe that, to meet the goals set out in the 2040 Vison, it will be essential for the Council to define a clear set of deliverables
Local code takes in topography, aspect, geology. Hydrology likely to be ignored in higher level planning at present. Needs to change as these are fundamental limiting factors affecting sustainability and carrying capacity of land. Geology and hydrology cannot be changed and there is a limit to mitigation and technology. They highlight areas where development should be avoided rather than meet problems when the project is already committed financially as happens with present planning rules.
A clear set of targets to tackle climate change should be detailed in the local plan
Agree that tackling climate change should be a key priority of the Local Plan in accordance with EHDC climate emergency. The requirement should be addressed through specific policies in the emerging Local Plan that outline achievable targets, methods of delivery and metrics that will help guide Design Codes across EHDC.

Sceptical that Neighbourhood Plans have the correct resources to competently address this considerable and challenging issue and would propose that this is strategically planned for at a district level.

It is important to reference the climate emergency as a golden thread throughout to ensure policies and guidance don't conflict with each other. For example, a local design code may encourage roof styles or orientation through road layouts that are incompatible with producing net zero carbon homes by limiting the amount of photovoltaic panels at maximum efficiency.

#### Uncertainty regarding the question/design codes

It's difficult to tell what would be the most effective option(s)

I do not know what local design codes are. In general these questions are too fluffy for me to feel I can actually make a contribution that reflects what i really think.

It is not quite clear what is suggested. If it is about including requirements that developments meet, for instance, the old Code 4 standard as it has been established that this will help mitigate Climate change then this is a measurable and deliverable requirement. If however the criteria in any of these documents were drafted to ask for proof that any or all features of a development will "Tackle Climate Change" then that simply provides a means by which objectors can insist the an application is refused simply by saying such things as "This proposal for a road will increase GHG and will there not contribute to tackling climate change" .

Climate Change Criteria should be built into the Emerging Local Plan and neighbourhood plans. Neighbourhood plans should have equal weight. Not sure what local design codes are.

The criteria are applicable to all of these activities.

**CLIM5 Should the detailed criteria for tackling climate change be specified in any of the following? (select one or more options)**

In the emerging East Hampshire Local Plan

In future neighbourhood plans

In local design codes

**CLIM5a Please explain your answer**

Explanations from those who didn't select an answer but provided a comment

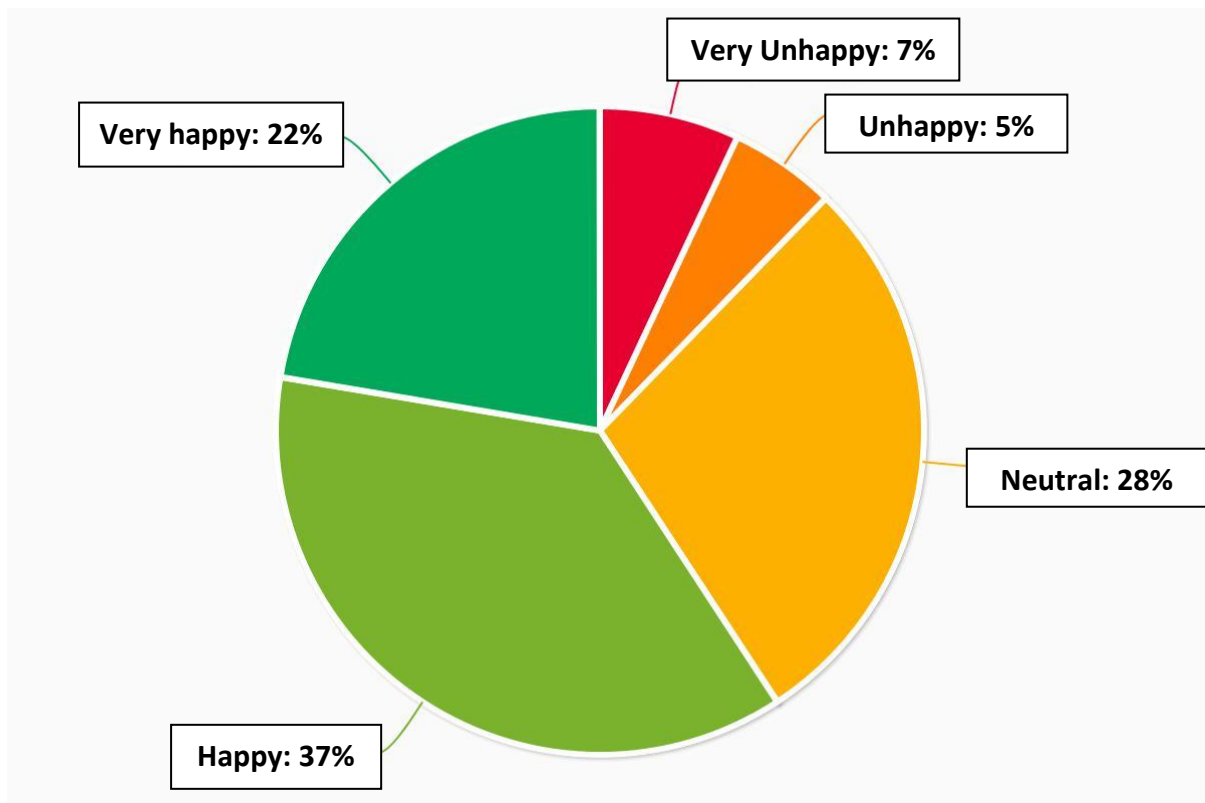
They should be detailed or at least referenced in all three. Rather than being an add-on, these details should be embedded into all policy moving forward.
Prosecute those involved in hoodwinking the public with fake climate scares.
We suggest that planning policy (be that in the local plan, neighbourhood plan or design codes) should be aligned with Building Regulation and other technical regimes such as national flood risk policy. These are updated as required and as appropriate. The introduction of policies and requirements that differ from Building Regulations could cause confusion and lead to delay in the planning and development process. Planning policy should however include policies which include positive encouragement to go further than Building Regulations. This could be taken into account as part of the assessment of planning applications.
All vital at every level
A clear set of targets to tackle climate change should be detailed in the local plan
None of these
We cannot afford to do this. And if this includes closing off Towns and cities as they are starting experiments so that we cannot visit people i don't agree with any of this. NOT YET. Nobody has even thought that climate changes are a Natural event in the world.
Neighbourhood Plans and local design documents need to take their cues from the Local Plan to ensure continuity throughout the District
The problem isn't defined. It may not need to be tackled.
None of the above. They will have no impact.
Need to do something now
I believe burning cheap fossil fuels will vastly improve global living standards much more than any computer modeledetrimental effect
The local plan is too broad and inflexible. If changes are needed after the plan is released it will take too long to adapt



I'm not familiar enough with the mechanics of local authority plans or design codes to say which would be the best driver for tackling climate change in construction. Whichever would most encourage green self-builds and force large developers to engage properly with ideas such as rainwater harvesting, grey water recycling, renewable energy and building methods outside of mainstream of concrete, brick and plastic.

### CLIM6 How do you feel about using the idea of living locally to influence the location of new homes?

Very happy / happy / neutral / unhappy / very unhappy



In total, 358 responses were made to this question.

**CLIM6 How do you feel about using the idea of living locally to influence the location of new homes?**

**Very happy / happy / neutral / unhappy / very unhappy**

**CLIM6a Please explain your response**

Explanations from those who answered, 'Very happy'.

Has personal, community and/or environmental benefits

Improve everyone's health
Vital to everyone's health
The 20 minute neighbourhood isn't jut a great step towards reducing climate change impact but addresses multiple other health and welfare issues thanks to a community building and active travel ethos.
Its an essential part of genuinely responding to the climate emergency. We shouldn't forget that we are talking about additional properties and if we don't have this as our objective developments will continue to serve non-local needs and not encourage development that is genuinely supporting the local area (including businesses).
Enabling active travel has co-benefits in greater community cohesion, health and well being, retaining wealth in the local economy and cutting congestion
Good for community and people as well as the environment and climate change
It would be wonderful if our young children could grow up in a proper community. That means one where it's safe to move around by foot/bike, where the environment is healthy and where essential amenities / services / facilities are local!
We all have to age and being local to amenities is essential.
It builds community, does more to reduce emissions and encourages physical activity which benefits everyone.
Living locally would also improve the sense of community , with greater interaction of residents and a greater awareness of immediate surroundings .
The principle of 'Living Locally' is fully supported because this would result in more sustainable patterns of development.

Should be part of a strategic approach to transport and/or service provision

local equals less travel by car
It is absolutely the right thing to do to encourage people to walk and cycle as much as possible and to access work local to where they live. This is easier for many post covid as home -working is now accepted as a viable and good solution. Hybrid working is also brilliant at ensuring living locally is open to more people. Being able to walk to more facilities and do more activities locally is attractive but as well as considering the location of new developments, there also needs to be great improvements in infrastructure. Not having to leave the town to shop/go to the dentist etc because of a lack of facilities
Living locally in well designed/developed 20-minute neighbourhoods can improve individual lives and communities whilst also tackling the climate emergency, BUT great jobs and infrastructure need to be in place BEFORE expecting people to give up cars.
Reducing the use of cars as much as possible is extremely important. Short local journeys are the least efficient in terms of pollution and fuel consumption
This is CRUCIAL - walking/cycling is a really positive solution. Local environments (e.g. parks) have to be given investment and cycle given priority. Electric cars are NOT a solution - there's still massive problems with them (e.g. mining for battery materials - pollution and human rights abuses; plastic pollution from tyres; energy/resources needed to make them, etc)
Clustering communities with access to local amenities and linked by bus, bicycle lanes or train is an excellent strategic planning model.
The car and commuting is a major impact on living quality of an area and a big contributor to carbon impact
New Building must be near the centre of facilities such as retail and railway stations. We must protect our local countryside from additional road traffic and promote walking, cycling and public transport.
We will never all be able to live locally enough to where we work. We desperately need the means to travel collectively to medium distance work places. I don't want to travel 10 miles to work and 10 miles home again every day by car. I have no other options at the moment.
Any new buildings should be in an area that has the infrastructure to support them and not require vehicles to access them. Remote rural locations that rely solely on vehicles should be completely avoided, this reduces the number of vehicles on the roads and helps prevent pollution and congestion hotspots being created in otherwise green areas.
Walking and Cycling to Warelooville involves crossing major roads and roundabouts unless one diverts away from direct routes. Cars can divert much more easily than pedestrians! So 'living locally' is good, but needs to be viewed from the viewpoint of the 'user'
We cannot continue to develop communities that rely on having access to a motor vehicle to access essential services

While there will still be a need to travel between areas, it would be good for everyone to have access to local jobs and facilities without the need to use a car.

Any new development **MUST ENSURE** that access to schools and shops are within a 20 minute walk. Reliance on the car (whether electric or fossil fuelled) must be removed for these daily journeys.

I have never understood the need for commuting. A concept invented in the 1920's and 30's to sell the massive out of town developments. Creating local living environments are fine but **CUT THE PARKING RESTRICTIONS**, separate cyclists, pedestrians and vehicles where ever possible. Maintain the overgrown and potholed cycle routes. Not everyone can walk or cycle or drive. Cater for all needs. And remember all modes of transport generate carbon, not just driving....have a think about where concrete and tarmac come from for your pavements and cycle paths.

The ethos is to be commended, but much better infrastructure (such as cycle paths) is needed. Subsidies for public transport would also be a way of ensuring less travel by the private car.

This is a great concept, that you can access all you need by walking or cycling, or perhaps a really short car journey to get your heavy shopping home. However, the reality is quite different. I have lived in Four Marks for 37 years and we have **NEVER** had such access to decent food shops, NHS dentists, secondary schools, jobs, and it's "five miles from anything" and **YET, YET**, we have had loads of new housing squeezed onto green fields, adding nothing but traffic etc. to the village without any improvement to infrastructure.

Reduce the need for car usage for commuting. We don't want to build isolated dormitory developments

Safe Walking or cycling routes must be available at the expense of private cars

We need to reduce travel as it is the biggest carbon emitter

It is a start, it would mean in my book that EHDC and HCC have finally woken up. However, the routes need to be identified today, and actual plans put in place to put in the infrastructure. If walk, scoot, ride is a the mission then any development must have that access that network. No access = no planning permission.

This is key to reducing reliance on cars and fossil fuels, and for people to be able to support local businesses, shop locally etc. This means **NOT** building large supermarkets on the edge of towns (eg Aldi in Petersfield) which will bring in more car-using customers and take away customers from the high street and smaller local shops. Terrible planning example here!

"living locally" should take account of the varying distances between services, facilities and homes.

We should get away from the idea that you can work in the grotty areas and live in the nice ones

Regretably cycle tracks are seen as part of the road infrastructure rural cycle lanes away from roads used by motor vehicles should be built as For example on the old Alton to Basingstoke railway line.

Concentrating population enables services to be provided most efficiently.

We need to discourage the use of private motor vehicles clogging up areas which can be cycled or walked to

Half of all emissions evidently arise in this area because of Transport

My worry is that carrying shopping by the aging proportion of the population is not feasible. In winter evenings it is unlikely to be safe.

It's a great idea that unfortunately doesn't work for many people. We have moved on from the days where "everyone" worked at the local factory, or dockyard. This approach was included in the Waterlooville development to explain away the obvious increase in traffic. Needless to say the job creation didn't happen.

### Other observations and suggestions

Around Bordon there is some beautiful woodland and rural areas. These again are being eroded by the new housing.

This statement doesn't make sense ! Live locally to influence new homes - do u mean take locals opinions into account when planning new h9mes near them ? Hopefully u do that anyway !

Could start by turning empty town and village shops into residential

The ideal place of habitation is a town - not too big to be remote from nature, but big enough to have all the necessary infrastructure for education, living, working and playing!

Maybe we should also consider local people should be helped to purchase these houses rather than those from London, Guildford and other places which they would still commute to daily.

In principle this is correct - living locally is the main way in which people can reduce their carbon footprint. However concentrating development in areas that are unsuitable due to hydrology, geology and topography only create other issues. Alton has too many pressures on its environment due to its current and already anticipated expansion. These are not selling due to price and the type of homes. There doesn't need to be more development just the reorganisation and allocation of housing. Development should not be occurring on land that was agricultural as this is unsustainable - we need to have more food production in the UK and limit the imports if w are to truly reduce the carbon footprint of the uk. East Hants also has some of the most biological divers areas of the UK and therefore development on green belt should also not happen. The answer is not simple and requires collaboration with other authorities to get this right but in terms of Hampshire alone, concentrating the housing and enabling that development to be age limited is unsustainable as many properties remain unoccupied and do not satisfy the demand by young people for affordable homes.

It makes sense

The removal of aggressive infill planning applications for unsuitable smaller sites (William Lacy for example)

Because, as you say above, our villages are not suitable for this concept. It has been conceived for use on brownfield sites and in towns and cities and was "invented" a thousand years ago.
It's the only way we must live more locally
This has been ignored in recent housing developments
We have a great opportunity to influence appropriate development to maintain the attractiveness of our key towns and villages
Whatever we can do to reduce our impact is vital

**CLIM6 How do you feel about using the idea of living locally to influence the location of new homes?**

**Very happy / happy / neutral / unhappy / very unhappy**

**CLIM6a Please explain your response**

Explanations from those who answered, 'Happy'.

Has personal, community and/or environmental benefits

The principle of living locally to facilities is fundamental to the principle of sustainable new development. It underpins the need to develop on brownfield sites in urban areas where facilities already exist.
This is important not only for the climate but also for the quality of life within the community
I support the concept of the 20 minute neighbourhood. Reducing travel distances between homes and services/amenities and focusing on cycling and walking is important for reducing transport carbon emissions.
It will stop the sprawl of towns
Less distance, less CO2
Generally, keeping home, work and services within a reasonable travel distance is to be encouraged. A case of take back and use your local facilities/services.
Fully support 20 minute neighbourhoods that encourage access to work and services by walking and /or cycling . ie that enable active travel. So that residents can leave their car at home or manage life comfortably without a car.
living local yo services can reduce transport needs

living local to services can reduce transport needs

In principle the ability to live and access services in close proximity to new housing is beneficial.

The principle of living locally to facilities is fundamental to the principle of sustainable new development, which is strongly supported by CPRE. It underpins the need to develop on brownfield sites in urban areas where facilities already exist.

Should be part of a strategic approach to development / transport / employment and/or service provision

It makes great sense as a strategy but it is essential that it is supported by a connected approach to development, at any scale/location (ie whether rural or urban). We currently live locally, in what would be described as a 20-minute neighbourhood and this has many benefits, but new development in the area coupled with lack of investment in infrastructure is rapidly compromising this.

Cycling and walking should. be encouraged - but ONLY when supported by an integrated public transport network

Reducing travel is an important part of reducing transport emissions. Planning should ensure that new developments are on sites that can be accessed by walking, cycling or public transport. Active travel should be promoted

Happy with the concept. But Four Marks & Medstead struggles to see the reality and deliverability of such housing with either access to, or provision of, required / suitable / range of services. It has never happened before and in 15 years we have been changed to up to 50% a commuter car location. A 20 min or 30 min neighbourhood must be based on real journeys that account for barriers (railway/roads), actual routes not as crow flies distances, and account for local hilly topography (as we will have 40% residents over 65).

Small developments in villages should be OK. Major developments should be near infrastructure and transport. Walking and cycle routes must be a mandatory inclusion in designs.

Agree with the concept but you cannot tell people where to live and work, therefore you need to allocate homes in the most sustainable places.

Everyone would aim to live locally, but this needs retail and commerce to be part of the plan, for example, if a village has no shop and very limited bus service and no major employment for over 3-5 miles, no major development should be allowed.

In principal this is an excellent idea. In practice very few new developments are big enough to warrant their own infrastructure, such as shops , schools, health and sporting facilities etc. Therefore what is needed is a safe and attractive way to connect new developments with existing facilities and with local bus routes. What is also needed is better cycle routes to encourage more people to cycle to local facilities that are more than a 20 minute walk away. With the increasing popularity of electric bikes and a significant investment in public transport it should be possible to satisfy people's mobility needs with far fewer cars per household, thus freeing up valuable parking space for more green infrastructure.

need to put people where there are resources, not resources where there are new developments
Stick to existing settlements
Living locally should include school, doctors, transport, shops etc, not just sticking 400 houses in a field
There must be genuine and appropriate facilities (supermarket, healthcare, schools etc.) to support local living otherwise people will continue to travel and will add to the issues of traffic, neglect of community facilities etc.
It is a useful approach but as well as locating housing in places where there are services, you need to think about putting the infrastructure and other facilities in alternative locations.
I enjoy being able to walk and cycle in my home town, but would like to see more measures to assist this. Eg make it easier to cycle through town to the station, by taking the one way system out (not needed since the A3 bypass)
We need to make services and shops etc. reachable in the most carbon neutral way to suit all ages.
poorly planned developments that require car use should be discouraged, and walking and cycling provision in East Hampshire should be improved.
I like the concept but it is also short sighted as it assumes that the only factor is the location of homes. It is also about improving facilities such as supporting development of local shops in smaller communities and improving internet and other infrastructure to support flexible working which reduces the need for travel
We need to ensure that there are local facilities in smaller settlements to cater for everyday needs.
It's important that living locally means access to local service centres, not just packing housing in and around huge centralised centres
Living locally should also encourage local industry and work opportunity, especially with the increasing communications and work from home ethic
Notwithstanding the general support for this approach, it is considered that the accessibility of the 20 minute route should also be taken into account. For example, residents are more likely to walk a route if it is pleasant and safe to do so.

### Unachievable

The principle of living locally is an attractive one but is totally impractical and unachievable for most residents of Horndean. Poor planning in the past combined with often ill thought out development means that in order to live in Horndean, it is necessary to have a car. Services and facilities are generally not close to most residents.



### Other observations and suggestions

<p>Building always on fringe of small market towns encourages car-dependent communities when we need to use cars less. Alton at the moment is walkable (I no longer run a car), but edge of town new developments less so. The hollow in the hills is already full.</p>
<p>Not convinced that it can be imposed on existing communities. It needs to be designed into new Neighbourhoods. it's just common sense</p>
<p>The concept is great, but the 20 minute neighbourhood should be explained - is it 10+10 or 20+20 minutes? Living locally is more difficult to achieve in rural areas.</p>
<p>There his a need to reinforce the viability of the various communities within the area. Villages must be sympathetically developed to increase their sustainability</p>
<p>That it will be implemented if possible but the council realises that some attractive villages will lose their attractiveness if this policy is implemented in these more remote places</p>
<p>There needs to be a more pro-active approach to new homes in the SDNP. Some villages could be sympathetically expanded and better infrastructure provided. A complete ban on new homes in the SDNP will stagnate the area and only increase house prices, displacing the local population.</p>
<p>The more people can do locally the better</p>
<p>Facilities should be local, however it should also be accepted that to give choice residents will have to travel further afield and to do this cars are likely to be the only practical option</p>
<p>Because every new build affects the local area, whether that is additional transport. Doctors, schools , shops lack of green space</p>
<p>Living in Medstead and being 80 this year walking far and cycling are now not possible for me.</p>
<p>Our roads are not capable of handling any more traffic</p>
<p>This will minimise travelling to useful locations e.g. town centres. However, it shouldn't be used as an excuse to heap more housing onto the same beleaguered locations, thinking of Medstead &amp; Four Marks, where there are few facilities but already too much housing.</p>
<p>Travel will always be needed. Provisions for safe bicycle storage (CCTV/visible/lockable) at bus stops, train stations, as well as at local businesses (shops/pubs) is vital.</p>
<p>Makes sense</p>
<p>I agree to accessabilty is important. However, how this is achieved is a much more difficult issue and should allow green spaces currently in the major towns be preserved and managed.</p>
<p>If possible work locally but not a reality as not enough employment for even the current number of residents. Buying a weeks supply of food locally is too expensive. Travelling to supermarkets means less food costs. Rural area with no or few pavements or public transport means cars are essential.</p>

Local residents have a better understanding of local challenges and should be able to influence developments as opposed to large developers that are only interested in money and moving on
As long as this doesn't mean major developments on green fields sites on the edge of towns.s
This is a good idea but difficult to achieve with very few buses in our area, few cycle tracks and many roads without pavements
A good idea in principle
Sounds sensible
Though walking /cycling routes need to be safe, otherwise the car will remain star.
However difficult to achieve with the few buses, cycle lanes and poorly maintained roads
It's fine in theory, but many of the settlements in East Hampshire are of a 'linear' nature. It takes more than 20 minutes to walk from one side of a settlement to another. So if you use the 20 minute neighbourhood concept and choose one settlement for an urban extension with extra facilities - they may, in fact be over 40 minutes walk from the other side of the same village or town..... where does this leave the idea of walkable neighbourhoods?????
Too many settlements have no shops, post office, doctors, dentists or other facilities.
I am happy with the idea but I would want that individual communities maintain their uniqueness and don't become urban sprawl
This works where towns have the employment and local facilities leaving the villages as rural in nature. Localised employment hubs in villages does not work
You have just removed the best 20 minute walking facilities near me, by developing on the fields behind Bell Hill. Not very eco-friendly.
We need to force people out of their cars, get them to walk, cycle and use public transport
This seems good in principle, providing it takes account of the situations of individual settlements and makes allowance for maintaining a sense of place.
Practicality is key e.g doing a family shop is not possible without a car.
Local communities should be encouraged and this is only possible if people live locally and have an investment in the area
Local Homes for Local people when really necessary
In Bordon, we have many new houses but little in the way of increased facilities. In particular access to hospital care. Chase hospital should be used, particularly with the overcrowded hospitals currently. GP services are overstretched. Cycling or walking to get outside Bordon is not viable.

I hope it means that density in areas will come into this criteria and keep it down . Walking into the nearest town is great but older people who develop mobility problems will still need public transport and in some areas it would be good to consider Hopper buses which are smaller and often do circular routes to collect people within a smaller area near the town.

I like the idea of truly 20 min neighbourhoods but need to be sure that this is measured accurately, many current sites earmarked for development are not truly 20 min neighbourhoods and that's truly been misleading

If I understand the concept correctly, living locally should not have a major impact on the existing communities but seek to develop new communities with new facilities nearby.

Everything with councils is "stick" not "carrot" supporting local living is a good principle to go by but stop punishing the rest of us for which cycling and walking is not an option, or is a limited option or is a dangerous option. We are not all fit singles. The most important thing you can do with vehicle drivers, cyclists and walkers is to separate them, not squeeze them on to the same bit of space. You should also ensure that cycle and footpaths are well lit and kept clear of debris and over growth. It has taken me 2.5yrs to get SCC to clear just one such path. Finally, stop penalising cars, every form of transport has a carbon foot print, cars have their place and proper provision for parking cars within walking distances of local centres greatly helps those that do not have a "local" centre themselves

This is too much of a leading question if I may say !

being able to access more local infrastructure rather than having to travel by car

We have to be careful - providing and protecting green spaces locally is what we have campaigned for and succeeded in doing in Whitehill and Bordon with the help of Natural England and former EU wildlife designations now enshrined in UK law BUT there is a problem here with areas like Hogmoor Inclosure becoming so successful they draw people in from outside the town or worse if SANGs becoming a dogs toilet and lead to people assuming Local Nature Reserves can be treated in the same way - when more people and dogs off leads result in disturbance of wildlife and degrading of the natural habitat and what makes it special

Good idea but the pros and cons will be in how its implemented

If this translates to land allocations focused on brownfield urban sites this is good. Rural locations with narrow country lanes simply can't accommodate the footpaths and cycle ways we would all like to see, and car use for existing rural communities will remain unavoidable.

It is idealistic in such a rural environment. We are a sizable community but 2 miles from the nearest bus down a main road with no foot path and 45 minutes from the village shop and centre across a muddy field

living locally picks up on some of the key ideas from "20-minute neighbourhoods"

In theory it sounds a good plan.

Belport fully recognise the importance of new homes being located in location which allow for 'living locally': walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day shopping, school, community and healthcare facilities, places of work, green spaces, and more (Town & Country Planning Association, March 2021). Our ambition is to identify sustainable locations, suitable for the creation of walkable neighbourhoods. Belport note that Holybourne is a sustainable location for development. There are two mainstream schools in the settlement: Andrew Endowed School (Primary) and Eggars School (Secondary). There is also a specialist school, Treloar School. The settlement has two pubs, a shop and regular bus services along London Road. Holybourne is also close to the town of Alton. Alton railway station is a 20-minute walk away, offering departures every 30 minutes to London Waterloo Station (the station can also be accessed in seven minutes via the existing 206 bus route from Bonhams Close or five minutes by car). Within Alton town centre (a 30-minute walk, a nine-minute bus journey using the 206 service or a five-minute car journey from the site), there are a number of good services and facilities including schools (primary, secondary and college), GPs, a large business park, gyms, supermarkets, restaurants and shops. The site is also near the A31 which offers strategic transport links to the M3.

Ranking settlements in terms of accessibility by walking or cycling to local services makes sense as the objective is to promote active travel. The ranking of Liphook as Tier 1 recognizes its compact centre and main line rail. The raising to Tier 2 of Clanfield, Four Marks/South Medstead and Grayshott is understood and appropriate. The labelling of "20 minute neighbourhoods" is problematic, however. It is a concept that really only has meaning in the large and densely populated cities. Nowhere in East Hampshire can really claim to offer residents all shopping needs, schools, employment and doctors within only a 10 minute walk and as such it can be unhelpful. We have also seen the concept grow into 15 minute cities which have been severely criticized as an authoritarian project and this has been the way it is being implemented in Oxford with fines for travelling outside your 15m zone too much. The problem with sloans like "20 minute neighbourhood" is that they get adopted and pushed by politicians and then even if they prove useless, they cannot be got rid of. I propose, therefore, that we do not adopt that term.

PeCAN supports the idea of 20-minute neighbourhoods and welcome the recognition that reducing distances travelled is a key part of reducing transport emissions (i.e. not only focussing on EVs). We would welcome: a commitment to integrate land-use planning with transport planning, so the Local Plan can ensure that new developments are on sites that can be accessed by walking and cycling; Active Travel policies in the Local Plan (e.g. to promote cycle and walking routes, secure parking areas, e-mobility charging etc.); an opportunity for us and other community groups to contribute to the further development of the LCWIP. We believe that a safe, accessible, and well-connected movement network for pedestrians and cyclists plays a key part of all high quality and successful neighbourhoods, as well as helping to reduce carbon emissions and to improve the health of residents by encouraging physical activity. The key tenets of the 20-minute neighbourhood concept should play a major role in site selection. Providing ready access to services without resorting to private car use is important. The consideration of walkable distances should be given priority when identifying sites. We are aware of some of the complexities of delivering 20-minute neighbourhoods within the planning process, nevertheless we would encourage you to proceed. A recent report by Sustrans spelt out some of the difficulties, see Sustrans, Walkable Neighbourhoods, May 2022. In East Hampshire and in other places, we have observed new housing developments which are too far away from existing services but are too small to justify bus services and other amenities. Hence, we wish to ensure that the mistakes of the past are not repeated. Clearly 20-minute neighbourhoods are not islands. They need walking and cycling (or public transport) connections to a wider town or village. Delivering 20-minute

neighbourhoods involves a detailed understanding of the opportunities and challenges for these connections in a particular place. Ideally a mature Local Walking and Cycling Infrastructure Plan (LCWIP) for East Hampshire would be available to provide information about the opportunities and challenges for walking and cycling connectivity for the settlements in East Hampshire. However, we anticipate that the immaturity of this document may cause difficulty when delivering 20-minute neighbourhoods, unless urgent progress is made. We note that work started on this document 5 years ago but that it remains under development, as acknowledged in HCC's progress update on LCWIPS (dated 7th November 2022). We are aware of some limitations with this document that have not been acknowledged. We would welcome an opportunity to discuss how the LCWIP for East Hampshire may be improved such that it can be used to help to deliver 20-minute neighbourhoods. It is well documented in nationwide surveys that people are reluctant to routinely cycle, and to some extent to walk, if they feel unsafe when doing so (this was confirmed in the local survey reported in the LCWIP for East Hampshire). Many local roads and crossings feel unsafe for walking and cycling, as demonstrated by evidence set out in the LCWIP and elsewhere. This includes some parts of designated cycle routes (62% of on-road sections on the National Cycle Network have been rated as poor, see: Sustrans, Paths for everyone, Sustrans review of the National Cycle Network, 2018). Developers cannot be expected to design the onward walking and cycling connections beyond their sites but they can support them in their design. As developments where cars are used less would need less car parking, we wonder if this extra space could be allocated for green infrastructure.

To achieve the aim of 'living locally', the Council has based the proposed Settlement Hierarchy on defining '20-minute neighbourhoods' to assess the development potential of all settlements. This approach takes into account the level of services, facilities and accessibility within a settlement, with the aim of directing new development to the most sustainable locations.

**CLIM6 How do you feel about using the idea of living locally to influence the location of new homes?**

**Very happy / happy / neutral / unhappy / very unhappy**

**CLIM6a Please explain your response**

Explanations from those who answered, 'Neutral'.

Infrastructure / service provision

I'm neutral because without new services, this just won't work. In addition the provision of local services should not be used to rubber stamp new development.
As long as the appropriate infrastructure is in place i.e., decent transport links. Living locally will only work for residents if they have everything they need on their doorstep or can travel easily to shops for groceries and consumer goods.
Not enough investment in safe cycle lanes and walking paths.
This is fine for younger, fitter people, provided that proper facilities are in the local area. A lot of villages have lost shops etc and we are forced to drive or order home deliveries
With an ageing population people will not walk to the shops and then be able to carry all their goods home. There has to be better public transport and if this was in place people would be more willing to reduce their dependence on cars
Only if you put in the infrastructure to support this, which you are not doing
I don't think we should just keep making existing towns larger. Having facilities in smaller settlements is important too.
Emphasis should be placed on pedestrianisation and bikeability. This makes villages, towns and cities cleaner, greener, safer and more accessible.
bicycle paths needed so they do not ruin public footpaths and endanger pedestrians
If people live in a village, they chose a village to live in - not a town. If people want to live in a town, for closeness to work etc. that is their choice. Don't build more houses in villages, just because they are close to towns and don't ruin village life. Also don't build houses without any infrastructure. Bordon appears to be a classic example. Thousands of houses, but there's barely any new infrastructure and what there is, is often inadequate. The new Gym for example, the exercise class holds about 30 people - when it needs to hold 50 because of the increase in residents - due to the new houses. It's almost as if nobody bothered to "plan" for these things....
It must be a balance - if houses outside the cities then regular public transport needed but this is equally valid than just extending towns and villages
There has to be a holistic approach to delivering housing, employment and infrastructure to enable a meaningful approach to sustainable living to be achieved. Existing communities within the northern and southern parishes are already experiencing high levels of development but the infrastructure and services have lagged behind. Expanding existing settlements to achieve this objective is not necessarily the best approach.

More affordable, more frequent public transport options connecting settlements to main towns would help reduce global warming. East Hampshire is far too reliant on cars because either the walking/cycling infrastructure is inadequate or there are too few buses / train options.

Transport safety for non car users makes this hard to achieve. No pavements on my road, for example, so how do I safely walk anywhere, especially after dark etc

It's fine as long as the infrastructure is local as well. Dentists, doctors, schools, shops, entertainment, pubs! You going to build more of those in the village - where - you keep prising in more houses and using up the old industrial and shop land!

In Alton we have reached the point where proposed new developments are outside the 20 minute walk - typically 40 minutes, with next to no public transport alternatives.

many people work from home more so for them this is unnecessary, however being in safe walking distance to shops, entertainment, cafes, doctors etc is very important

This idea would mean all development would have to be very near existing over-developed areas, none of which have decent, safe cycle and walking routes anyway.

#### Potential negative impacts

Can lead to overdevelopment of localities with facilities.

I worry about area is becoming too dense as obviously developments cannot be too centralised. Otherwise the facilities being offered will not be able to cope. You also need to think about different elements of the population who are not able to walk or cycle. I need other assistance with transport. For example, elderly people travelling in from villages

Trade off between high density (undesirable) and ease of access (desirable)

Concerned it will be used to promote the urbanisation of small country villages, also encouraging filling in the gaps of undeveloped land between individual villages to meet the 20 minute target.

I am concerned about any transformation from village environments to a more crowded environment just because those villages have some local facilities

The problem is that it suggests the need to build at higher densities

I don't think villages should be bombarded with new homes.. it takes away the character of the village.

If that means infill of open spaces to accommodate more populace in a smaller area then no, it detracts from the beauty and infrastructure of the place and changes that town/village. Making them too large and losing sense of community

Needs defining. For example forcing 1,000 homes to be build around Bentley would meet the 20 min goal but trash the village.

### Difficulties of this in rural areas

In a rural area this is not always practical
Not very practical in rural areas. Need to improve public transport too!
EHDC is a predominantly rural area with very little opportunity to live in a "20 Minute Neighbourhood". Most new developments attached to an existing settlement will be car dependant and will affect the existing residents and infrastructure in a negative way. Any new development must provide new infrastructure and ensure suitable mitigation is provided so it does not overload the existing infrastructure (roads, open space, water, sewers, health provision, schools etc.).
The idea is great but car rat runs and no buses mean this is totally impractical in rural environments
Lovely idea but not practical when considering infrastructure of local rural villages. Would worry that it would urbanise rural areas.
Residential areas should aim to be more self sufficient - so they are sustainable. Many smaller Hampshire villages are not because there is no housing or employment for the younger generation....especially in the SDNP.
Being able to walk or cycle to work/shops/services is a good ideal to hold. However, as we have limited public transport for onward travel, it seems this can only apply to existing larger settlements and should not be taken to mean that the density of building in our towns and villages should increase.
In theory this sounds great. In towns & Cities this will work. In rural areas people require transport or retro fitting which usually means concreting over green farmland. So no for rural areas
In some respects this is sensible and will encourage walking and cycling, but if you make towns too large it is further to facilities. I live in a village where we have a school 2 miles from our home and a small village shop about the same. No pavements, so walking is dangerous, particularly with children and likewise cycling with young children also dangerous. So it doesn't work for our area.
This approach works in cities where there is adequate, safe alternatives to motorised transport and where sufficient population to support a diversity of local facilities. This is not the case in many villages in east Hampshire. I can give more detail. I am a professor in sustainable development, at university college London (Bartlett school of Planning). I have access to a lot of data, expertise etc in planning for climate mitigation and adaptation.

### Implementation / not practical / reality

The idea is good the application is difficult.
Again, lack of practicality. This question is too fluffy/airy/non-specific. Our living environment will be changed by practical measures, not by how we may feel about ideas.
The ambition is of course to be supported, but as the final paragraph above makes clear, in reality, many residents will be unable to walk or cycle to destinations simply because of



the rural nature of the District. Promotion however is still important and an increase in walking and cycling should be targeted in the towns
Not sure how this would be implemented
People will always choose to live either in a settlement area or outside it. I don't think this can be manipulated
You cannot mandate what happens to people they change jobs get divorced etc
Good idea, but not possible as many facilities cannot be provided locally. Particularly to rural communities - there needs to be some realism in what is possible
The idea is fine but you have clearly not adopted it in Bordon, where contrary to initial announcements, the emphasis has been on building houses rather than the local facilities which are still not there
Living locally here at present is still a very long way from the councils vision and almost unrealistic given our location major lack of transport services and other infrastructure falls short of what this community was expecting we used to for instance have two swimming pools now we have a shiny new secondary school that already needs expanding in size with very little space to do this because a plot of land that was on one of the original plans was changed to residential use and there is now a housing estate on it locals that have lived here for years are now fighting to get the school of choice because all the new builds are getting preference of school so people are having to drive to two or even three different schools because some sibling groups have been split , services here are already at breaking point and health provision is dire
It won't happen because developers won't in my opinion want to pay for the additional features
My opinion is that this is a T&CPA `ideal world `fantasy. If people lived 10 minutes from the nearest shops or their children`s school, a high percentage would still drive their car or SUV. A proper public transport system might help. The difficulty is getting people out of their cars.
The reality is very different to the idea. Case in point - Bordon. There is very little available in the way of accessible, attractive retail etc. It is a dormitory suburb/area
Whilst a good idea people have to travel by car etc to work. Not all can be local
You wont achieve this vision through a building code, you need to change peoples habits. How many people drive to school even though they could walk in 20 minutes? Many schemes have failed to consider the wider needs.
This is good in theory but many needs cannot be met locally - e.g. employment if more than one member of the household works. Even in large towns you have to travel longer distances to get some of your requirements
This is good in theory, but many needs cannot be met locally - such as employment if more than one member of the household works
White hill and bordon is an example, I think, of what you mean but is executed poorly and is not attractive. Residents will travel outwards and away from the area. As the facilities

are not fully available alternative travel and destinations are further away and habit forming

I think it is a good idea but the reality is that in many areas such as the Southern Parishes, a resident needs a car to even live in the area. Services and facilities are generally not available within a twenty minute walk. Employment is often some distance from home even with the increase in home working.

The principle of this approach might be acceptable in some cases but might not always be practical in relation to where there is need for housing (eg: in smaller villages with fewer amenities and in rural communities).

### Choice

People must have the freedom to choose how they travel so all options should be well catered for. Shoppers will not want to walk or cycle with heavy shopping bags

At odds with a persons freedom of choice.

### South Downs National Park

The South Downs National park is the biggest determinant of where homes are located in our area. They need to make their fair share

South Downs National Park must take a fair allocation of housing.

### Other comments / suggestions

This would all be reasonable - except that those implementing it are criminal globalist psychopaths who intend it to be a prison for their new serf class.

20 minutes is too short !

I don't understand the question. Locally to what?  
Indifferent

A 20 min walk through a housing estate is not as enjoyable as a walk through woodland.

I fully support the Town & Country Planning Association definition of a 20-minute neighbourhood. Your following paragraph appears to water this idea down, which I do not support. East Hampshire is not exceptional compared to other areas of the country.

Our culture is, and will remain geared to significant shopping centres and modest local facilities

What does the phrase 'living locally' even mean? As an individual it is physically impossible for me to live anywhere other than my locale! If what you are trying to say(or, perhaps, trying not to say) is that all new development must be bolted onto existing communities, then this is not going to work for very long because most of the villages have evolved to have facilities near the centre and the farther out you go, the more fragmented

the community will become. If you want to build a 20 minute village, then build a new one. If , as is stated, the distances will have to be altered so new developments deliver a way of living that can embrace 'the varying distances between services, facilities and homes' as you put it, then you are advocating car use because people of all ages, sizes, abilities etc will not be on a route march to get a pint of milk, they will get into their cars. In conclusion, you cannot have your cake and eat it too - either you are going to allow for the distances people have the physical stamina (in all weathers, up and down all gradients) and time to cover a distance on foot or bike , or you are not. Any development that does not allow walking and cycling in easy reach of transport hubs and comprehensive local infrastructure, is de facto a car based development and therefore at odds with climate emergency policies.

With the financial pressures councils currently have I suspect once provided there would be no money to maintain them

What climate emergency? The press version of evidence for so-called climate change is underwhelming. However, it is wise stewardship to reduce dependence of fossil fuel as this reduces pollution and makes for a better environment. So, by all means strive for more carbon-neutral buildings etc., but also spend council money wisely.

The criteria should be the criteria regardless of the density. The correct balance needs to be achieved so that balanced growth in terms of jobs, housing, health care, schools etc. can be achieved.

Stagecoach naturally strongly supports the concept of 'living locally' but our concern is that in pursuing a strategy based on an abstract concept, this demonstrably leads to the desired outcomes. We do not consider that this concept is applicable to defining a settlement hierarchy obviously so, because it only accounts for a range of local services, and certainly does not account for employment and participation in wider society. In the UK the freedom the car offers is unparalleled in history. Society has become used to a huge range of choices not just in where they live, but where they participate in wider society such as in employment and where they take advantage of public services. Even in dense urban areas, patterns of movement and spatial interaction are very complex and reflect people making a huge range of choices which reflect innumerable behavioural influences. These far from exactly correspond to using the nearest choice. Just because a facility or service is within a 10-minute walk does not mean that it will be used especially if a car opens up a huge range of other options. This is even more likely to be the case in rural localities. IN the case of East Hampshire, the range of choices within even the largest urban area Alton is a great deal more constrained than it is in settlements much higher up the economic and service hierarchy; and more so still in the second largest Bordon and Whitehill. Stagecoach accepts that the concept should form one important component in the selection of individual sites, within a locality that demonstrably provides the potential for a higher level of self-containment. However, it should be obvious that the 20-minute principle does not form a suitable basis on which to determine the settlement hierarchy itself. This is because, dependent on the definition of essential services, a relatively large number of settlements could be considered to offer 20-minute neighbourhoods. By virtue of this the definition of the urban hierarchy is artificially flattened to include in practice, any settlement with a shop and primary school since villages of this size generally also support a wider range of local services, albeit restricted. However, regular journey demands relate to key travel demands to destinations and facilities that are much less broadly distributed than the facilities that generally are encompassed within the definition of daily needs or local services. Of these, a broad range of employment opportunities is an obvious one. Primary Care facilities are another where the provision of these services is becoming progressively more concentrated in

fewer localities. The location of 11-16 education is a major contributor to car-borne movements, and cars account for as much as 30% of car-borne traffic at peak times. In Hampshire post-16 education and training is even more concentrated in large-scale specialist multi-functional sites than it is in many other authorities, albeit the District benefits from having one in Alton itself. However even a discount supermarket requires a threshold catchment that makes them only likely to be found in the District's three or four largest settlements. The attenuation of the urban hierarchy in EHDC (absent substantial employment and service hubs of sub-regional significance) might be considered to make the distinction less important. We would refute this. The context of the District as a result of this tends towards extended patterns of movement that cross the District Boundary especially to higher order centres such as Farnham, Guildford, Basingstoke, Winchester and Waterlooville/Havant. Realistically, these travel demands are unlikely to be amenable to great change nor, if the Vision is to be achieved would this actually be warranted. This is ignored by the living locally concept. We would go further. If the application of a 20-minute neighbourhood establishes the basis for distribution of development it risks a significant amount of affordable housing including, in particular, social housing being located where there is a local shop and a primary school, but little more. Allocation of these homes according to local housing need on a District-wide basis could be expected to lead to households being allocated properties remote from social and family relationships, as well as existing and potential employment. Without the ability to live without a car, either the household gets saddled with high costs of car ownership and use, or existing issues of socio economic exclusion become severely aggravated. This is unsustainable. In identifying localities that are appropriate as a focus for development, the Plan therefore needs to place a very high focus on those public transport corridors that allow residents to participate most fully in society and meet their needs on a much more sustainable basis without having to use a car. Thus, settlements and strategic development options that lie directly on the key public transport corridors will be those where the most sustainable, lowest-energy-intensity and lowest carbon emissions from transport can be secured. Furthermore, Stagecoach concludes that the approach to determining 20-minute neighbourhoods used by the Council is crude and as such fails to differentiate sufficiently and appropriately between potential development localities in terms of their ability to achieve the objectives set out in Chapter 9 of NPPF, especially paragraphs 103-104. These require plan strategies to reduce the need to travel first, then ensure that sustainable modes offer the most relevant and best possible choices. In fact, the proposed revised methodology is so simplistic that it is likely to seriously underplay the potential of localities and sites which are demonstrably the best placed to achieve the Council's Local Plan Vision. The application of this rather idiosyncratic interpretation of the 20-minute neighbourhood concept, as the basis for plan-making, would affect the ultimate strategy so seriously as to make the development strategy unsound without remedy, and therefore risk the Council having to start yet again at a plan that is demonstrably sustainable and irrespective of any possible changes to the need for evidence to support a Local Plan will still need any planning applications that follow to comply with the National Development Management Policies. The key reasons for this are as follows: Alton is clearly evidenced to be the largest employment centre within the District. Based on previous employment strategies and need assessments, it is quite clear that further growth is very likely to be identified for the town through the emerging employment strategy. This will reinforce its relative importance as an employment destination within the District. In fact the town is the only settlement in the District that draws in significant journey-to-work movements from outside the District as well as within it. It also hosts Alton College which also draws its student population from an extensive hinterland. This means that Alton is, almost uniquely, both a significant trip generator and attractor. That, as a direct result, allows public transport to be greatly more efficient as there are two-way flows from the town vehicles do not as a result run back empty especially at peak times. The college also anchors the bus offer as buses are running full on a number of journeys that contribute a substantial proportion of the total running costs, and also allows the buses

and staff used on the network into and out of Alton to economically provide off-peak journeys which in effect run at marginal costs. It is unsurprising on every level that Alton has the best public transport connectivity in the District. Flowing from this, each of the main bus corridors from Alton to surrounding larger settlements should be considered crucial to ensuring that the largest numbers of trips over longer distances can be services by public transport. Augmenting these bus corridors – especially the already popular service 64 to Winchester – can be expected to greatly improve the relative attractiveness of these services in support of wider mode shift across the plan area, and supporting wider Vision objectives including socio-economic integration and public health. We must emphasise the need to consider the availability of alternative modes of travel for journeys between settlements since there is currently a sparse provision of frequent current public transport network that provides a viable connection between settlements for the purposes of inter-urban travel.

Development self-containment. It should be evident that where about 1200 or more dwellings are to be provided within a single development on in a number of closely linked sites in very close proximity, there will be a sufficient level of demand to support the creation of a new 20-minute neighbourhood. In fact, based on typical residential densities, it is well conceivable that as many as 1400 dwellings could be provided on sites with all homes being within about 400m-500m walk of a new substantial local centre. The methodology makes no allowance for this, and as a result fails to support the identification of sustainably located new or expanded settlements or new villages closely linked to a larger town. Such opportunities are demonstrably identifiable on key public transport corridors. IN addition where substantial development is adjacent to an existing settlement it might be of sufficient scxale to substantially boost the level of local facilities and services. This might be greater range of retail outlets, community facilities or a larger school, with better ability to support efficient delivery of a broad curriculum. It would certainly have the potential to boost the frequency of bus services. A methodology that fails to allow the plan to identify such opportunities seriously undermines the appropriateness and, most importantly, the effectiveness of the Plan strategy.

## **CLIM6 How do you feel about using the idea of living locally to influence the location of new homes?**

**Very happy / happy / neutral / unhappy / very unhappy**

### **CLIM6a Please explain your response**

Explanations from those who answered, 'Unhappy'.

#### Infrastructure / service provision

The infrastructure is simply not in place to support the notion of the 20-minute neighbourhood. There are no cycle tracks in virtually all the villages of East Hampshire and there is no easy way to ensure their provision. There are no pavements in many areas of the village. Speeding is a constant and universal complaint and there is minimal speeding enforcement away from the main roads. There is no willingness on the part of HCC to rectify any of these issues.

The 20 min neighbourhood doesn't accommodate the increasing population of elderly and disabled. Thus all services but particularly healthcare must make provision for them. This impacts everything else in some way from housing location and design to transport and infrastructure to environmental impact. I don't envy any planners job who are trying to socially engineer the population into a complete change in how they view their lives.

There is a limited supply of development sites where I live of which all are the remaining heritage of agricultural and equestrian fields left around the village. One of the fields is next to a nature reserve and community playing field alongside the SDNP border and is supposed to be under the custodian of Hampshire County Council as part of their farmland portfolio (although that may be lined up for sale to developers to cover the losses made on their commercial property portfolio investments). The new estates that were constructed over the last few years are sited at the far eastern end of the village next to the A3/A3M with no easily accessible public transport, while no dedicated safe cycling or walking infrastructure was ever included despite being raised as part of the speculative planning process. As a result most of the residents in these estates rely on car journeys for school runs and for commuting to work, weekly shopping as well as for the occasional local shop or visiting the few local restaurants, takeaways or pub in the village centres. The character and attractiveness or "sense of place" has already been destroyed in the village by the soulless housing estate developments that have made the A3 corridor urban sprawl just another suburb of Portsmouth. Lecturing the existing residents on the new estates to follow a "live locally" lifestyle is all very well providing that the supporting infrastructure that they could safely use was included in the first place.

#### Potential negative impacts

As a picture it sounds good but without any safeguards I have a nasty feeling that it will result in Horndean becoming an enormous town, with the majority of development taking place there.

### Difficulties of this in rural areas

<p>Liphook is a rural community and many residents cannot access amenities with a 20 minute walk. People will use their cars and the infrastructure is already overloaded beyond breaking point. We simply cannot have development that is car led.k</p>
<p>The vision seems to disregard the fact that Liphook is and will remain a commuting community</p>
<p>If you live in a rural area there are unlikely to be jobs for more than 5% of the population, so 95% will be travelling more than 20 minutes to and from work. 20 minute neighbourhoods will only work in the existing towns of Bordon, Alton and of course the likes of Petersfield in the South Downs</p>
<p>This cannot be a one size fits all response. Living locally might be an acceptable aspiration provided the availability of jobs in the area can sustain this but residents in EHDC will always have a significant proportion that work away from the area. Focus must also be on ensuring transport links are also established to get the balance correct. Even more importantly is how the answers to this question are interpreted re rural village communities. It is totally unacceptable to allow unfettered growth of housing in villages which a positive response to this question could be interpreted as.</p>
<p>The 20 mins concept is of limited value in a rural area like East Hampshire (as opposed to in larger towns and cities). Having facilities 20 mins away by bike isn't much use to someone who is physically unable to cycle; only within 20 mins on foot is of universal use. But all villages will be more than 20 mins away on foot from facilities in larger centres, so the concept isn't really of much use at all to villages. The concept is, however, very relevant within Alton and within Whitehill/Bordon (which have a wide range of facilities), and can usefully act to prevent far-flung urban sprawl.</p>

### Implementation / not practical / reality

<p>This concept is totally impractical in our area. And the location of the new homes should be driven by the demographic trends highlighted in the HEDNA - principally the ageing population.</p>
<p>It is simply not possible even in urban areas like the southern parishes to be near infrastructure</p>
<p>The idea is OK in principle, but Alton (as an example) is not a self contained town. It is a commuter / dormitory town. People work all over and will continue to do so. Likewise shopping: folk drive to Aldi/Sainsburys/Waitrose as they do a large shop and cannot carry it home again. Even 20 minutes. We live in Jane Austen country. Not Jane Austen times. Encouraging walking etc is fine, but be realistic, as more houses are built on the outskirts of town c. 1-1.5 miles from the town , station etc, people will drive.</p>
<p>The idea of having as many services locally as possible is a good one that we have been campaigning for years so we have community facilities, green infrastructure, shops, businesses and health and leisure facilities locally and as colocated as possible this should include more footpaths and cyclepaths what is NOT sensible is this ludicrous idea that people are going to give up the car when public transport outside our cities is a standing joke and next to non-existent in some places, people will always need their cars to go shopping, especially food shopping unless they do it on line and get it delivered. Nor</p>

are families with 2 partners likely to have just one car if they both work, if there are teenage children and increased number of adult children who can not afford to move out even until their 40s / 50s then we can expect 3 or more cars per household. This MUST be reflected in housing density and parking provision even if these vehicles eventually become electric or even hydrogen as we hope they will.

The proposed Settlement Hierarchy will fail, as will not be possible for EHDC to create it. If it goes ahead, it will create a planning blight across the district outside the SDNPA area. I do not believe that EHDC have the will or the finance to create the 20 Minute Neighbourhood Concept.

From the technical papers available, to enable success, EHDC must overcome the restrictions noted in Section 7 of the TCPA document The 20-minute neighbourhood, Town & Country Planning Association, 2021 <https://tcpa.org.uk/collection/the-20-minute-neighbourhood/>

The References are to Melbourne covering green field developments, not imposing the concept on existing settlements. Intra- and cross-organisational governance: Siloed working across different levels of government and across sectors can result in an uncoordinated approach. Planning and development policy and enforcement: It is difficult to enforce policy and design requirements if they are not adopted and mandatory for developers. Making greenfield developments work within broader geographic scales: An integrated approach to planning is needed, as the 20- minute neighbourhood is dependent on economic and transport patterns at a regional scale. Investment, funding, and budgetary constraints: Development of all types of infrastructure can be restricted by budgets, a lack of funding, and land provision. There is also often a gap between housing delivery and social infrastructure or public transport provision, as investment in such facilities is unviable for developers until a critical mass of residents are living in the area. Resident/user perception and the need for behaviour change: Car dependency and perceptions of the need for cars may be ingrained, as residents may consider car transport their only or preferred option. EHDC must also resolve:

Concerns around gentrification and rising prices: There is potential for gentrification to disrupt communities through rising prices and an increase in inequalities. Local planning authority resources and capacity: Project delivery may be made difficult because of under-resourcing and a lack of skills, as the capacity of many local authorities has been severely eroded by a decade of austerity. Concerns around new

neighbourhood measures: A number of low-traffic neighbourhoods were implemented very quickly in response to the COVID-19 pandemic, leading to a perceived lack of consultation, which has resulted in some opposition from a vocal minority of residents. To avoid similar opposition, it is important that such measures are communicated simply, clearly and engagingly, so that everyone can understand their benefits and so that residents feel they have a stake in the scheme. Research commissioned by the Department for Transport found that the majority of people are in favour of changes to support more walking and cycling in their local area, and good engagement with communities is key to ensuring that these voices are properly heard. Similarly in the Scottish Government Study, 20 Minute Neighbourhoods in a Scottish Context Stefanie Gorman and Rebecca Dillon-Robinson, Ramboll February, 2021

(<https://www.climatechange.org.uk/media/5395/cxc-20-minute-neighbourhoods-in-a-scottish-context-march-2021.pdf>) , when reviewing the settings for a 20MN, it was apparent that there were three necessary requirements to be provided to ensure that any neighbourhood would be successful: Engagement with Residents and cause Behavioural Change Range of correct Features and Infrastructure Quality of Services and Experience The paper reviewed all the settlements in Scotland and found only a few of the existing settlement had all of the proposed criteria within the 20 minute Neighbourhood settlement. When extended to a 30MN only the cities improved the infrastructure available to residents.



## Choice

The concept is fine but the reality is that far more housing is required than east Hampshire dc believe they can accommodate (rejection of govt. targets) so this seems to be an additional barrier being created. Surely it is peoples choice and freedoms which are more important than a district council dictating some form of code or policy on proximity of services to homes. That is a choice residents should freely make

## Other comments / suggestions

Have you heard of disabled people. Believe it or not, many of them cannot walk.

Living locally should reflect the reality of particular areas. It should not impose restrictions that would have a negative effect.

The demographics of the rural areas mean that to decarbonise transport a detailed plan of public zero emissions vehicles is the only sensible solution. Where you build the next set of new houses will have little effect on the overall picture.emissions

## **CLIM6 How do you feel about using the idea of living locally to influence the location of new homes?**

**Very happy / happy / neutral / unhappy / very unhappy**

## **CLIM6a Please explain your response**

Explanations from those who answered, 'Very unhappy'.

## Infrastructure

To date absolutely no progress seems to have been made in funding safe cycle routes, rural pavements, bridleway repairs, buses, affordable homes or enforcement of speed limits. Without these, the 20 minute neighbourhood in rural areas will remain a fantasy. Even in market towns such as Alton it has been a slow and fraught process to obtain LCWIP funding to start developing safe cycle routes for secondary school children to travel to school. East Hampshire is way behind many other UK areas in its climate responses.

## Potential negative impacts

This will totally destroy our villages, small towns and what you call "attractiveness or sense of place"

If this means building new homes in the countryside, so reducing farmland, woods, etc then I am very unhappy about it.

You are proposing over development for four marks and Medstead with out providing the necessary infrastructure services.

Sounds like an excuse for further over development of our villages

Implementation / not practical / reality / doesn't work

Although a laudable idea, the model has not been proven to work in village/rural/semi-rural locations. There is little local employment in the villages so most people drive to work and the walking distances in areas like this are significantly longer than in town/city locations, so short distances become quite long distances, so again significant numbers of people will drive, therefore in village locations, CO2 emissions from transport will go up not down. Good idea, but has to be implemented in the right places.

It is nonsense to believe that folk will walk or bicycle 20 mins each way to do their shopping for example

This idea is a farce. Using Alton, Four Marks and Medstead as an example, how could you maintain the character of these small towns and villages when you (the council) are trying to create another Basingstoke (which lost its character long ago) by merging them altogether through developments.

East Hampshire is hills, our winter weather is terrible, any attempt to apply zones with restricted movement for powered vehicles will be actively resisted. Your policy is great for fit young people in springtime, get real.

The 20 minute criteria might work in towns and cities. It won't work in communities like Four Marks. If you use to gauge distance to say a primary school do you base it on an adult walking speed or that of a 5 year old. And many communities have limited work opportunities so 20 minute criteria is a joke,

Seriously- it is simply not feasible for everyone to walk or cycle to work and go about their daily lives

I have now stopped laughing at East Hampshire's idea of their '20 minute neighbourhood'. Not everyone is able to walk for 20 minutes even on flat, even ground. Not everyone has the mobility to walk this length of time and for the distance to be traversed in 20 minutes. On average a 20 minute walk will take an average individual a mile. So if you need to walk a mile from home to your destination to the shop, doctors, work, school and then back that's a 40 minute journey and 2 miles - if you are an average person of average fitness. Then think about, hills, slopes, inclines, uneven ground, lousy weather, overhanging hedges on pavements (there are many where residents don't fully cut their hedges), pot holes, uneven pavements and ground, shopping bags, children, pushchairs - it's asking an awful lot of people to undertake this idea of a 20 minute neighbourhood. Then, consider some communities, never mind how idealistically regenerated they are, just haven't been provided with all the accessible facilities and infrastructure they should have been given - shops, employment, medical facilities, it makes a mockery of such an idea. Further consider disability and mobility issues and an ageing population who cannot for, whatever reason, walk for 20 minutes ( or even have all the facilities they need in a 20 minute walk). It really isn't a feasible, logical, practicable idea at all. Then, think carrying shopping too. How many councillors walk to the shops, dentist, doctors, taking their children to school?

This feels like WEFs stance of 15 minutes towns and the you will own nothing and be happy quite frankly I work in London, I can't cycle that far and no job is going to pay me close to what I earn to change.

20 minute concert is flawed for many areas in EHDC. And how do you measure it. Is my local primary school within the 20 minute rule because an adult can walk it in 20 minutes if it takes 30 minutes to do it with a 5 year old. Are the shops within 20 minutes walk for a fit 16 year old or a 75 year old.

The idea may work in a town but I live in a semi-rural area and the idea doesn't work. There is little work in the area and almost everyone drives to their place of employment. Walking to local amenities involves crossing a railway line with just two places where this is possible and one of these involves a steep set of stairs

Research has shown that this concept has limited trials worldwide thus far - and the paper I have read suggests that it doesn't work for rural or semi rural locations. I would suggest identifying one site where the risk of failure is low for the next iteration of the local plan. Local surveys in Four Marks and Medstead suggest that very little would change in people's personal habits regarding commuting, school drop offs and shopping due to factors such as distances needing to be covered, need for quick journeys to be at work ( both home and in offices), topography of area and rise in ageing population, weight of groceries being carried, especially uphill and their cost. Ability of shops to function economically when competing with online operators is another factor.

#### Other comments

Make all councillors travel everywhere by bike, then start talking about forcing everyone else to. Hypocrites.

The answer is in the question. It states the council DOES NOT WANT TO CHANGE THE ATTRACTIVENESS OR SENSE OF PLACE OF EAST HAMPSHIRE SETTLEMENTS. SO STOP BUILDING IN THE 43% OF THE COUNTY AND TELL THE GOVERNMENT WE HAVE ALREADY REACHED OUR QUOTA DUE TO THE SDNP

Do not understand any of this. Very convoluted.

I don't understand that question.

We need new homes desperately no matter accessibility of services!

Private transport is a boon and much of the district (Health, Schools, work) can't function without it

People work where necessary.. distance is not a local need

**CLIM6 How do you feel about using the idea of living locally to influence the location of new homes?**

**Very happy / happy / neutral / unhappy / very unhappy**

**CLIM6a Please explain your response**

Explanations from those who did not select a response but provided an answer.

This is tricky. This might work in the bigger places such as Petersfield but much harder in the rural areas. I didn't really get a sense of what is being proposed. It would be important to have cycle paths and transport available if the aim is to reduce the use of cars. I would consider cycling if I felt it was safe but it does not feel safe at the moment. While there are cycle paths it is still necessary to cycle on busy roads. It is hard to see people giving up cars with restricted transport systems and most things only function with cars as the means of getting around. It is also an aging population and things need to be considered in terms of a population which is going to become less mobile. considered

What does this even mean? We are giving answers because we live locally????

Our area's infrastructure already cannot cope with number of residents